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In George Harrison's **928S**

Buying the £6k **Elan**

Rare **Aston DB4GT** driven

classic cars

19-PAGE SPECIAL SECTION

60
years
TRIUMPH
Spitfire

- 1962 survivor driven to explore its appeal
- Highs and lows of 18 years in production
- Le Mans racers in a Warwickshire barn
- PLUS** 1964-5 racing in glorious pictures

Dodge Charger reader bucket list drive

Battered ex-race
Maserati Bora restored

Viva first owner reveals journey through life together



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Welcome

January 2022 Issue 582

As the Spitfire hits 60, we're reminded of its colourful past, even when we're looking at black and white pictures



Pathé news footage of the 1962 Earls Court Motor Show picks out the Triumph Spitfire as one of the glittering new highlights awaiting the eager motorist, 'Faster and altogether more luxurious than any sports car of the same price', enthused the voiceover in typically clipped, received pronunciation. The £730 (at launch) sports car delivered 90mph from its twin-carburettor engine, and with independent rear suspension, comfortably eclipsed its slightly cheaper Austin-Healey Sprite/MG Midget rivals.

With the Tornados' Telstar topping America's Billboard 100 and slashed car purchase tax kickstarting record UK car sales, these were exciting and groovy times, perfect for a car that offered much

of the glamour of a Jaguar E-type for a third of the price. Unless you'd already started a family, why buy an Austin A40 or Ford Anglia when for a few pounds, shillings and pence extra each month on your hire purchase agreement you could have a sports car named after the fighter aircraft that won the Battle of Britain?

No wonder that Triumph ended up selling more than 300,000 of them. And no surprise than the Spitfire ended up being such a popular choice as a classic, one that's as accessible to own now as it was 60 years ago. Our special anniversary celebration explores the many levels on which this beguiling little car, cleverly re-imagined from a saloon car basis, punched above its weight.

While other cars dominate as go-to shorthand for the Swinging Sixties, the

Spitfire had its own role in bringing care-free, affordable Italianate glamour to the youthfully fun-loving masses. But it wasn't just about style and frugality, Canley's gem made its mark in the gladiatorial arena of endurance racing, where good looks count for nothing. On page 54, Sam Dawson takes us into a Warwickshire barn to explore the story of two Le Mans survivors, and picks out a set of black and white pictures that tells their colourful stories.

Enjoy the celebration.

Phil Bell, editor



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Spitfire doing battle on the P60 world racing stage

Im Spitfire fährt man nicht lange alleine

Dann ist nicht nur eins Aussuchen should. Sondern auch seine Rasse, denn es gibt Sportwagenklassen. Hier ein paar Hersteller für die Rennen, und dann kommt in die Ausrüstung die richtigen gebrauchten Schuhsohlen. Vor Ihnen die offiziell angebrachte Schuhsohle und Radschalen ausweichen. In der Hand das sportliche Spurknotenkabel, das um 10 cm verstellbar werden kann. Auf den Mittelknöpfen des kurzen Spurknotenkabels und die Handbremsen.

Sie wissen, was Sie tun. Denkt aufs Gespield und schon alles klar. Sie, wenn man „Klassische-Motoren-der-Dreier“ ordnet. Ein kurzer Blick auf den Dreherkreiselsatz bestätigt, daß der Spitfire MK 3 einen dreifachen Motor hat.

Und durch Gänge gehen. In 9 Sekunden sind Sie auf 80 km/h, und dann geht's zügig weiter bis auf 160 km/h. Ein leichter Druck auf den Bremspedal genügt, um diese 90 Wildkatzen wieder zu berücksichtigen. Das für sorglos das große Dimensionen verdienten Scheibenbremsen und die weite gewinkelten hinteren Torsionsfederungen.

Nicht nur auf Autobahnen und Landstraßen ist der Spitfire in seinem Element, sondern auch in der viel bewundernden Brücke er auf dem Sicherheitsseitenverdeck dieses Fahrzeugs ist. Und wütet Feuer im Motor, wenn die Ampeln auf Weiß leuchten Sie noch genau Spitfire MK 3.

Für den nächsten Autobahnauftakt. Weitere Informationen unter: www.triumph.com

P42 A fly-past through the Spitfire's lifespan

Adressenliste für die Bundesrepublik und West-Berlin
Motor-Wagen & Co. Konzern AG, Berlin
Autos, Personenkraftwagen

TRIUMPH



P54 Le Mans coupés hidden inside a Warwickshire barn



80 years

Spitfire

'It quickly became the ideal starter classic'

A night on the town in P46
an early example of the archetypal British roadster



Our Dodge Charger-testing reader is entranced – and deafened – by his American Dream



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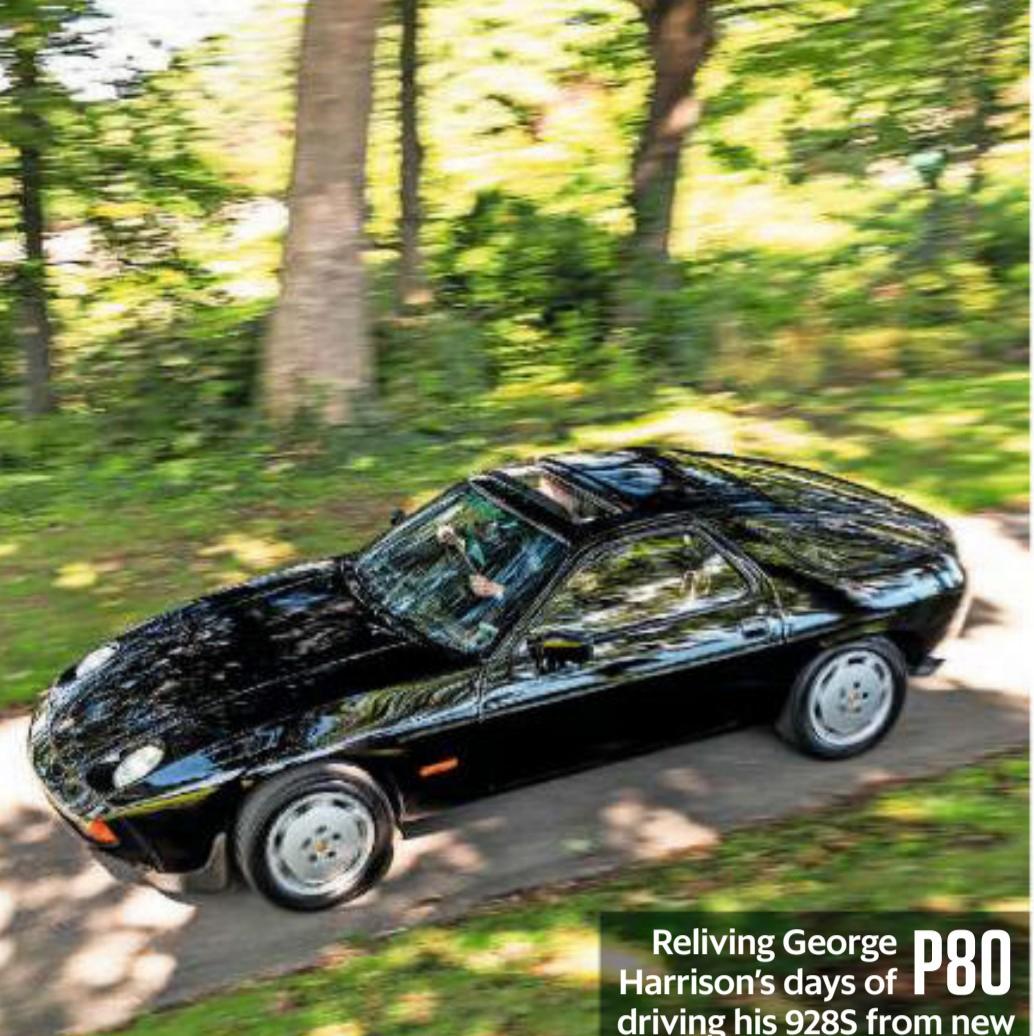
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Reliving George Harrison's days of P80 driving his 928S from new

'The market has proved solid and predictable'

Quentin Willson, p39



A rare drive in an Aston Martin DB4GT rebodied 62 by Zagato in the 2000s



Boras weren't built to race – this one needed its competition scars healing P72





[The List]
Your dream drive made real

'The engine sells it...the exhaust is so, so loud'

The 1969 Dodge Charger seemed a world way to a young Rob Squire: five decades on he's eager to discover whether the drive lives up to its muscle car image

Words: EMMA WOODCOCK Photos: JONATHAN JACOB

T

he garage door swings open to reveal an unrestored, factory-original 1969 Dodge Charger White Hat Special. Its timeworn Y2 Yellow body fills the unit, spanning 208 inches from the inset quad rear lights to where Robert Squire is standing, up against the staved-in front bumper. ‘Bloody hell,’ he laughs, ‘Does this thing go?’ It does. Sympathetically returned to the road by owner Dave McSherry

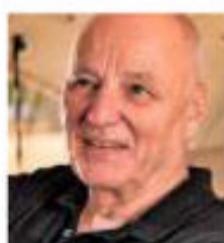
of Brooklyn’s Auto Services (brooklynautoservices.com), the 43,000 mile coupé drives using the vast majority of its original parts. ‘I want to capture the feeling of first driving off the Colorado Springs forecourt in June 1969,’ says Rob. Today he’ll take the wheel to discover whether the Charger lives up to his American dream.

‘The B-body Dodge was an object of absolute fascination when I was growing up,’ Rob explains. ‘American cars were in the magazines I’d buy and the movies I’d see, yet they seemed so elusive here. I’ve always wanted to know what they’re like to drive and whether they were as good as people made out.’ A lifelong mechanic who has driven and worked on cars as varied as an Alfa 8C Monza, several aluminium-bodied XK Jaguars and a Facel Vega, he’ll be placing the Mopar coupé inside a wide frame of reference.

He’s in good company. Dave is a hands-on American car fan, whose business specialises in importing cars from the United States. ‘The Charger is the one car I’ve always wanted,’ Dave explains. ‘I tried to exchange a Plymouth GTX for this one when I first saw it in 2012. The deal fell through but I never forgot about this Dodge.’ He finally bought the car in 2021. ‘The seller, Stephen Steele, remembered me from nine years earlier. He was heartbroken to sell it – it’s phenomenally well-preserved.’

‘Now I look closer, there’s so much potential in this car,’ Rob agrees. ‘The Dodge is a righteous machine, one that’s never been mucked around. I appreciate the original steering wheel, and how Dave’s resisted the temptation to upgrade the brakes and sacrifice that originality.’ Regularly started and moved during its nine years in storage, the recently preserved Charger is in stronger health than it first appears. ‘Old automatics don’t like to sit, so I’m sure that ongoing attention has helped it. Despite the rough edges, so long as it starts and stops, I’m confident it’ll still be a good drive.’

The engine thunders into life and Rob drops the car into gear, feeling the whole body sway beneath us as the torque converter takes up the slack. ‘I can’t help but smile! The Charger



ROBERT'S TOP TEN

Jaguar XK-SS

‘Fast even today: 4.2 seconds to 60mph with the right

differential. Can you imagine driving one back in the Fifties?’

AC Cobra 427

‘A wild child! I’ve tried a 289 but the 7.0-litre would be a real challenge’

Jaguar E-type Lightweight

‘An amazing feat for a small Coventry manufacturer and quicker than a Ferrari 250GTO. Sublime’

Jaguar XJ13

‘With that V12 engine this would be some kind of car at full chat!’

Lotus Esprit V8

‘A proper Lotus engine with an unfair reputation – and I love the Peter Stevens styling’

Lamborghini Miura

‘The schoolboy image on the wall. Beauty second only to an E-type’

Lotus Europa

‘The big-valve John Player Special version, a car you wear and it can blow the doors off an Elan on track’

Allard J2

‘I drove one with Cherry Bombs back in the Eighties. Rev the engine and people duck. Unbelievably loud and astonishingly quick!’

Maserati Ghibli 4.7

‘Better built than a Ferrari and quick. I drove one from Farnham to Silverstone in 2.5 hours’

Dodge Charger

‘Supreme, and the basis for so many fantastic muscle cars. Everything the Mustang isn’t.’

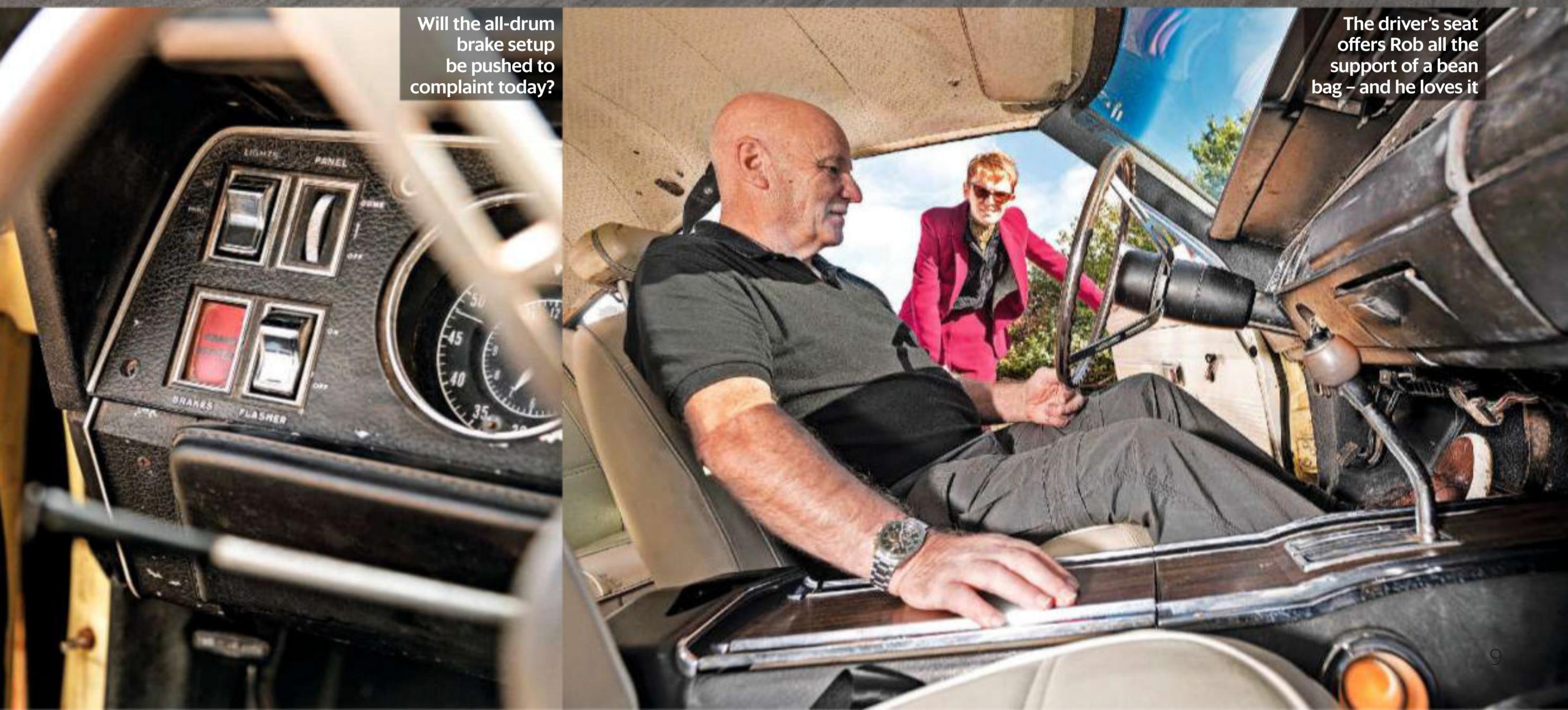


Rob is taken aback by the Charger's unrestored state





**'I want to capture
the feeling of first driving
off the Colorado Springs
forecourt in June 1969'**





is so completely of its time and place - the seats are nothing like Recaros and the bodywork is as far from a modern Eurobox as you can get - which only adds to the experience.' He laughs and laughs as he opens the throttle wide, turning the mellow V8 purr into a flat, thudding artillery of Harvey Davidson whacks.

'I'm too busy playing with the loud pedal to even think about the handling or ride quality,' he says. 'A V8 thumping away under the bonnet is enough to keep any petrolhead happy, though I'll confess to feeling a twinge of disappointment when I lifted the bonnet and saw this wasn't a 440 R/T.' It soon passed. 'The 7.0-litre car will always have the ultimate cachet and mystique but a 318ci engine is still pretty big by any other standard. It goes well enough; I can barely believe a cooking pushrod has this much torque at low revs.'

A glance at the speedo needle bumps us back to reality: the Charger is no rocket ship. 'I don't believe the 5.0-litre really makes the claimed 230HP,' says Rob. 'It's pulling the same trick as an MG Midget - it seems faster than it really is. In the same way the British roadster sits you way down on the floor to make 40mph feel like twice the speed, the Dodge has all this spectacular noise to cover the fact that it's really no quicker than my Stag. I can describe the experience in three letters. F, U, N!'

Powering through the long curves below Rockingham Castle, Rob is growing confident behind the wheel. 'This Dodge isn't half as bad as it looks - it's got accurate steering and a comfortable

ride, all while feeling wonderfully different. I've only driven five or six miles so far, yet I already feel like I could live with the car in the real world.' Only the brakes threaten to spoil the show, when a white van starts edging out of a side turning. 'He'd better not pull out - that's not a good idea! The drums don't feel like they'd tolerate too many emergency stops...'

'You can't be a shrinking violet in this Dodge. Everyone is starting at us, which has got to be down to the combination of the engine noise, the styling and the patinated condition. I've seen office workers rush to the windows and builders pivot to the edge of their scaffolding just to get a closer look, and that's only the reactions I've spotted!' We pull onto a secluded gravel spit so Rob can appreciate the dramatic shape for himself. 'It's pure Americana and tones down the overwrought Detroit lines of the early Sixties into an impressive, attractive shape.'

'The second-generation Charger stands alongside the Cord 812 and Corvette C2 Sting Ray as one of the very best designs ever to come out of the United States, in my opinion,' he continues. 'I love the front grille treatment, including the way the covers hinge up to reveal the headlights, while the rear buttresses balance out the shape, an idea Dodge employed years before the Jaguar XJ-S. The frameless windows predate the Mercedes and Jaguar installations too, and I really like how I can wind down the rear quarter windows to keep the pillarless coupé lines.'

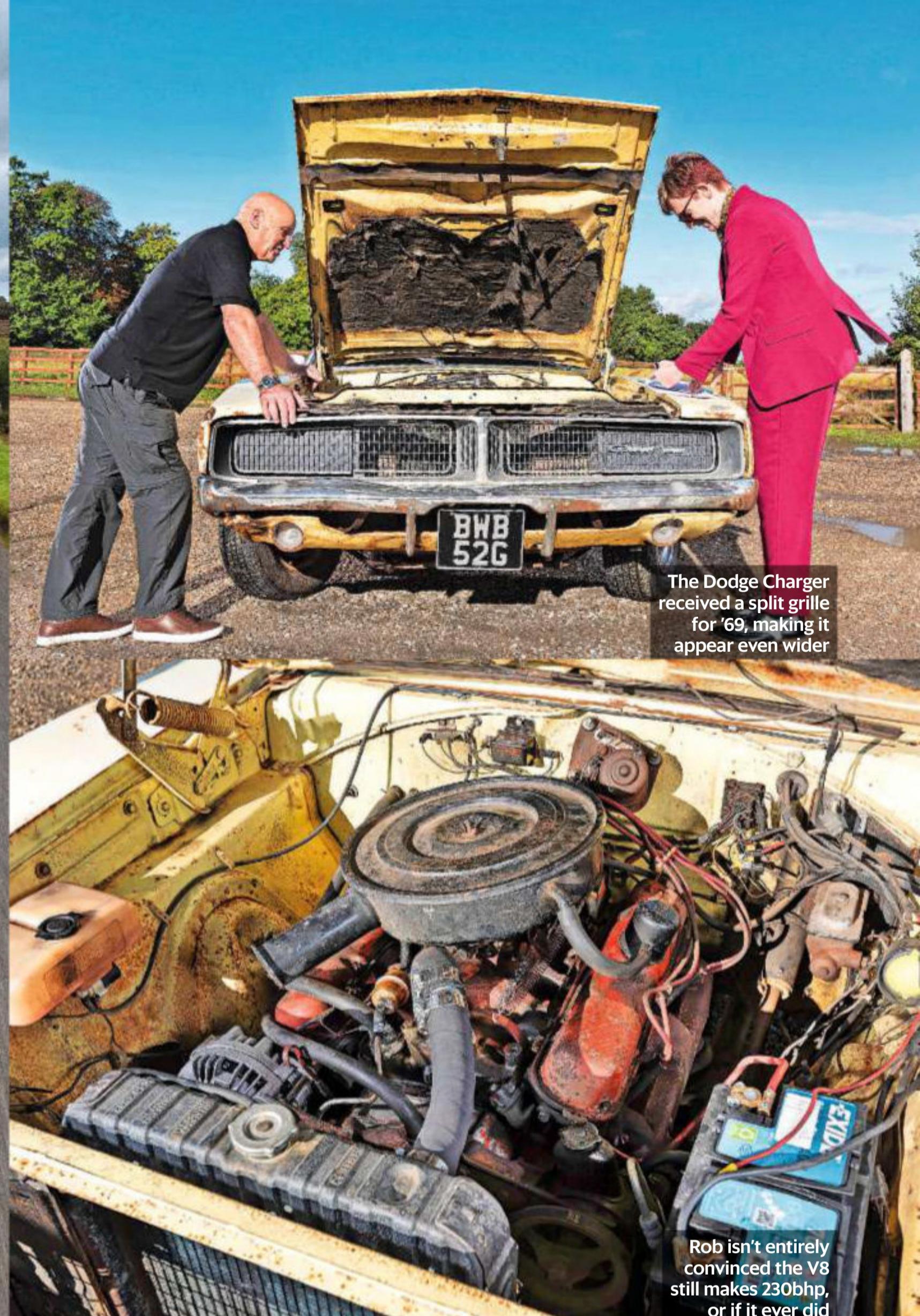


'I can barely believe a cooking pushrod has this much torque at such low revs'

Mechanically minded Rob can't resist lifting the gargantuan bonnet and gazing at the original engine bay. 'This is like looking back in time. So much of the brightwork has survived, and the engine is still running off points and a tiny original carburettor. Everything looks so simple. There's an ocean of space in here, surrounded by metalwork of such thickness you can see the build quality. Nobody builds cars this strong any more; it'd take decades for corrosion to eat through the panels.'

Opening the long driver's door, he heaps praise on the stylish cabin. 'There's very little in here I don't like, from the joystick that operates the door mirror to the interior-colour white door shuts. The details set it apart from what Europe was building in the same era - the time-delayed ignition light and headlamp warning buzzer are so far ahead of their time. I especially like the repeater lights mounted in the bonnet, which I'd never noticed before today.'

The bucket seats are another pleasant surprise. 'I thought I'd be calling my chiropractor when I first climbed aboard. They're massive and spongy, so offer absolutely no support, but they're proving very comfortable and the



The Dodge Charger received a split grille for '69, making it appear even wider

Rob isn't entirely convinced the V8 still makes 230bhp, or if it ever did

optional leather centres give a little to hold me in place.' As we trundle onto faster roads, Rob feels secure enough to start working the steering. 'The wheel has so much play at a standstill but it disappears as soon as the Charger starts moving. It's very light though, just like a Series 1 Jaguar XJ.'

'I'm really having to concentrate, making lots of little corrections to compensate for each crest and bump. The steering wasn't designed for B-roads but the chassis, despite its low limits, is more agile than I'd been led to believe.' Bends toss the Charger around and Rob's grin only gets wider. 'The longer I spend at the wheel, the more the car is talking to me. If I muck up, I know it'll all be my fault, and that's the great thing about driving an analogue car. The steering and the pedals are telling me how the car will respond to my inputs as I make them. I'm really enjoying myself.'

'I've got to stay mindful of the all-round drum brakes,' he cautions. The pedal slides to the floor as we approach a tightening hairpin, making almost no difference to our speed. 'It feels like there's a giant spring wedged under my foot. Nothing happens when I start

1969 Dodge Charger 318 V8 'White Hat Special'

Engine 5211cc LA V8, ohv, Carter twin-choke carburettor **Power and torque** SAE gross 230bhp @ 4400rpm; 340lb ft @ 2400rpm **Steering** Power-assisted recirculating ball **Suspension** Front: independent, upper wishbone, lower control arm, torsion bars, Oriflow hydraulic dampers. Rear: live axle, leaf springs, Oriflow hydraulic dampers. **Brakes** Servo-assisted, hydraulic drums all round **Performance** 0-60mph: 9sec. Top speed: 127mph **Weight** 1622kg (3575lb) **Fuel consumption** 12mpg **Cost new** \$3947 (approx. £1650 in 1969) **Asking price** £43,000



The Charger met Rob's heady expectations, but he'd insist on a 440R/T for the dream garage

pushing the brakes, then suddenly the servo jumps into action, before the Charger finally decides it doesn't want to stop after all. I'm used to bad brakes, though. The woeful leather system fitted to a Mercedes SSK is still imprinted on my mind! As the corners keep coming, Rob wisely starts braking earlier and earlier as the car floods with the stink of over-exerted brake linings.

We sweep uphill and Rob holds a hesitant palm over the gearshifter, waiting to see if the three-speed TorqueFlite will downshift of its own accord. 'This a real slushbox. It blurs the changes completely but I'm having to override it manually when I want it to kick down a gear.' He bumps the lever back a notch and the exhaust note thumps through the cabin. 'The car isn't slow - I could spin a wheel out of junctions if I tried - but I can't shake the feeling that the automatic is blunting the performance.'

'I'm trying to get busy and the Charger won't quite do the work,' Rob continues as he pushes the throttle to its stop. 'There's initial urge when I hit the pedal but I can't get the revs up to access peak power, which matches my experience with other American cars.' He drops back to a steady cruise, the exhaust note falling away to a burble. 'The Dodge is happiest as a boulevard cruiser, ambling along between 2000rpm and 2500rpm. It matches the criteria for American motoring perfectly. They've got such big, straight roads and I get the impression it could float steadily along them all day.'

Smooth-surfaced A-roads leads us back towards Brooklyn's, offering a glimpse of how the Dodge might have felt in Sixties Colorado. 'This Charger is the ultimate poseur's car - a tourer, but a really good one. It's so long, excessively so, the chassis needs aiming more than steering, and the brakes are a question mark. But the 5.0-litre is everything a petrolhead needs to enjoy the drive. I've loved getting back into a car from this era and experiencing it exactly as it would have been, which I can feel in softness of the original springs and dampers. It doesn't need restoring, that would only turn it into a facsimile of itself.'

'I started ogling Chargers as a teenager and, back then, I expected it to be a tyre-smoking, fire-breathing hairy ride. I think the 318 wants to be that car but it isn't, and that's okay. It's a really enjoyable car in other ways and I've liked it more as I've learned to accommodate its quirks. I'm really grateful for the experience.'

It's left him hungry for more. 'The 318 has been a joy but I'd have to upgrade to a 440 R/T to keep a slot in my dream garage. The extra power must turn it into an animal!'

**NEXT
MONTH**
**ARIEL
ATOM**

ROBERT SQUIRE'S CAR CV

Professional engine builder Rob has restored everything from XK120s to a Mercedes 500SS – and he's never been afraid to get hands-on with his own cars either.



1963 FORD LOTUS CORTINA

'I had two A-frame cars and loved both. I was working at Ian Walker back then, who taught me everything about high-performance cars.'



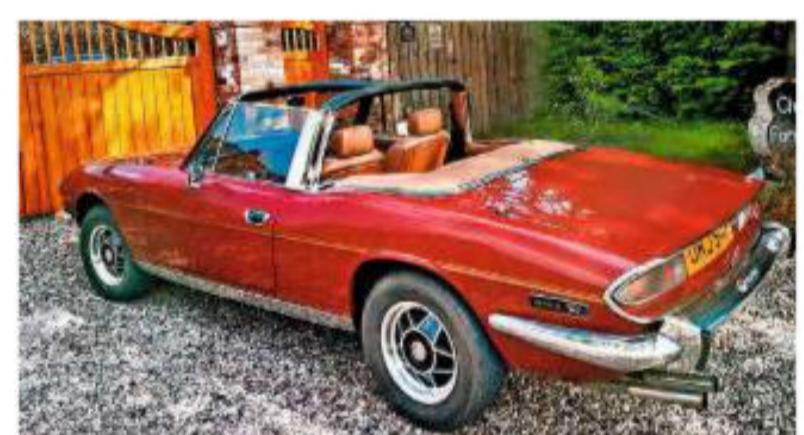
1973 ROVER P6 3500S

'Tweaked up with engine parts from the USA. Very fast but I gave up after the third gearbox...'



1973 TRIUMPH TR6

'A car to treat myself. I bought it as a rolling chassis, then got carried away adding a leather interior and building a 175bhp engine.'



1976 TRIUMPH STAG

'Amazing, a genuine 40,000 mile car that I've recommissioned. You can't replicate the way that original components feel!'



ALFA ROMEO 3.0 GTV6

'I was trying to diagnose a suspension fault. The back stepped out, the wheels hit the loose gravel and it flipped. I certainly made up my mind to slow down after that...'



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CHASING CARS

Quentin Willson's hot tips

The 250GTE – one to eclipse a DB

Quentin tips the Sixties Ferrari icon as an Aston-beater, on driving and appreciation

Forget DB Astons and start looking carefully at Ferrari 250GTES. They're much better value. In October Bonhams sold a gorgeous white '61 GTE 2+2 for a smudge over half-a-million pounds. Originally a Belgium-delivered left-hand-drive 250, it was matching-numbers and near perfect after a painstaking two-year restoration, with correct (and rare) factory Bianco white paint and Pelle Nero black hide plus Ferrari Classiche certification. This was a strong price for an exceptional car, but I've watched values of 250GTES creep steadily up for several years and reckon they're about to emerge from the shadows of the DB4/5 and be finally recognised as the better car.

There a lightness to the GTE's steering and suspension that the DB Astons don't have, and the Ferrari feels much more wieldy with a delicious, spirited urgency from its

Colombo V12. What's more, there are four usable seats and a decent boot for continental touring trips. I'd have one in a heartbeat and furrow my brow when I remember that only a decade ago I could have bought a decent example for £100k but for some reason I didn't take the plunge. I look at them now and wonder why I dithered, because the 250GTE 2+2 is such an obvious Sixties Ferrari icon in the same way that the Daytona is for the Seventies.

Prices are still patchy and if you're quick you might be able to pick up a nice, older restoration left-hand-drive GTE for £250k-£300k. Modena might have produced 955 units from 1960-63 - the GTE was the first volume Ferrari that made enough profit to subsidise its racing programme - but many had their engines

cannibalised for California Spiders, Lussos, TdFs, GTOs and specials. Matching-numbers GTEs are getting quite rare these days.

At its Bonmont sale in Switzerland in June, Bonhams sold a matching-numbers, older-resto GTE - delivered new in Italy, looking smart and shiny with 75,000km but needing some aesthetic TLC - for a bargain £198,000. At The Quail in the US in August it sold another matching-numbers example, this time needing recommissioning after a 30-year lay-up, for £215,000. Both these cars would cost more now, but a nice example would still be buyable at significantly less than an Aston DB4 or 5. Find a fairly priced, historied, original spec 250GTE 2+2 and I don't think you'll ever lose money.

This immaculate 250GTE recently drew just over £500k at auction - but there are 'drivers' to be found for much less than half that

VALUE 2011
£250k
VALUE NOW
£340k





A very special XJ-S that slipped through the net

How do you value this? An '82 Jaguar XJ-S HE sold by H&H in October with just one owner and a warranted 17,000 miles from new. Breathtakingly original, right down to original factory stickers on the chrome seat belt tongues, it ticked all the boxes for collectors of the forensically original with a to-die-for spec. There was a total day-one history including original order form, PDI report and first MoT plus all subsequent servicing bills. With a glorious colour combo of Sapphire Blue Metallic, unmarked biscuit leather interior and original starfish alloys, it looked exquisite. And it had even been Ziebart rustproofed from new.

This unique XJ-S sold for just £21,375 including premium. To professionally restore one to the same superlative condition would cost an easy

VALUE 2012
£6000
VALUE NOW
£12.5k

£100k, and it still wouldn't be as special with the same low mileage and single ownership as this one.

The engine compartment needed detailing, but a good crevice clean with T-Cut and toothbrushes would work wonders and involve effort rather than money. Spend £500 and a few weekends of cleaning and you'd have yourself a genuine concours contender. I'm really surprised this one didn't make more. Back in June, CCA sold a restored 65,000-mile '89 V12 coupé for a solid £15,500, while in February Anglia sold a '95 Celebration 4.0-litre with 77,000 for £15,120. For a few thousand more, this untouched 17,000-miler seemed far better value. Perfect low-mileage originality carries a high premium because its irreplaceable. This timewarp, museum-quality Jaguar slipped through our net.



A Datsun 120Y for £6k – and that's cheap. Why?

ADatsun 120Y has been bid to £6000. This surprising price was achieved by Richard Edmonds Auctions in Wiltshire in October. Well-preserved Japanese moderns have been moving up in price and this 1978 Sunny was the desirable two-door coupé finished in an even more desirable Seventies shade of metallic brown with matching brown cloth interior. But the real reason this 120Y made all the money was because it was a two-owner car with a warranted 55,000 miles from new. A bare-metal restoration, new panels and mechanical reconditioning would have almost certainly cost more than the six grand offered, so that big price doesn't seem so big after all.

This is also a piece of British motoring history. By the time this '78 was registered the UK, Datsun's importer had shifted 120,000 120Ys and captured

VALUE 2018
£8600
VALUE NOW
£6000

the hearts, minds (and pockets) of disillusioned British Leyland buyers.

The Sunny played a significant role in educating traditional and patriotic car buyers that cars from the Land of the Rising Sun were often a better buy. Seventies Datsuns may have been rust-prone, but their mechanicals went on forever. Survival rates are very low, with around 40 still registered with the DVLA. The coupés are likely to be the rarest incarnation of all and I'd guess that the number of running two-door survivors remaining on UK roads is in single figures. Back in 2018, The Market sold a lovely yellow 36,000-mile 120Y coupé for £8601, so three years later £6000 for a similarly low-mileage example feels like a bargain. So next time you see a decent 120Y Sunny (or 100A) advertised at sensible money, don't curl up your nose.

MORE
QUENTIN
WILLSON
p 39

ASK QUENTIN

Restore my SL?

I'm weighing up having my 1965 Mercedes 230 SL 'Pagoda' restored with either a local garage with an extensive client base of classic and racing car owners and experience of restorations (estimate €30-40k) or Bracq Heritage, which is run by the son of the car's designer, four hours away in Bordeaux (estimate €50-60k).

Using the local garage would allow me to visit frequently and I am confident of the quality of the work. I have visited and seen 'Pagodas' under restoration at Bracq and am confident in the quality of the work there, too.

Assuming that the result would be similar, is having the renovation done by a 'Pagoda' specialist likely to add €20k to the value?

David Basten

With restorers, the best advice is go for the one where you can visibly see the highest standards and quality of finish in their work. Spending the extra €20k with Bracq will increase the value of your SL significantly and guarantee higher quality. Take it from someone who has made mistakes with restorers in the past in order to save money – go to the people who know your model well, are recognised for their superior work and come highly recommended by your car's enthusiast community. And make sure you and the restorer take lots of photos and document the complete restoration for the history file.

Quentin Willson

Value our Estelle restoration

My mate and I have a barnful of weird and wonderful cars which we fix and sell on as a hobby. One little gem is a 1984 Skoda Estelle 120L which has been partially restored. We'll finish the job once we locate the right fabric for the interior, by which time it will stand us at about £3000. What do you think it's worth?

Phil Shanks

Unless your Skoda really is properly mint and perfect, you may struggle to get your investment back. Even very low mileage Estelles only make £5000. If it were a Rapid model, then you'd be looking at a lot more, but the market has yet to see a standard 120L saloon as desirable or valuable.

Quentin Willson

Should my Golf stay or should it go?

I have an immaculate 2008 MkV Golf R32 five-door in black with 39k miles and full VW service history from new. The car was two years old when I bought it, having been VW Milton Keynes-owned from new. Should I sell? I was recently offered £12,500.

Michael Sykes

Your R32 has everything going for it – best colour, low mileage, full history and VW as the first owner. I'd definitely hang on to it, because mint, unmodified 32s are going to become increasingly desirable as the numbers of immaculate low-milers reduces.

Right now I'd see it at £14k.
Quentin Willson



CHASING CARS

Russ Smith's market analysis

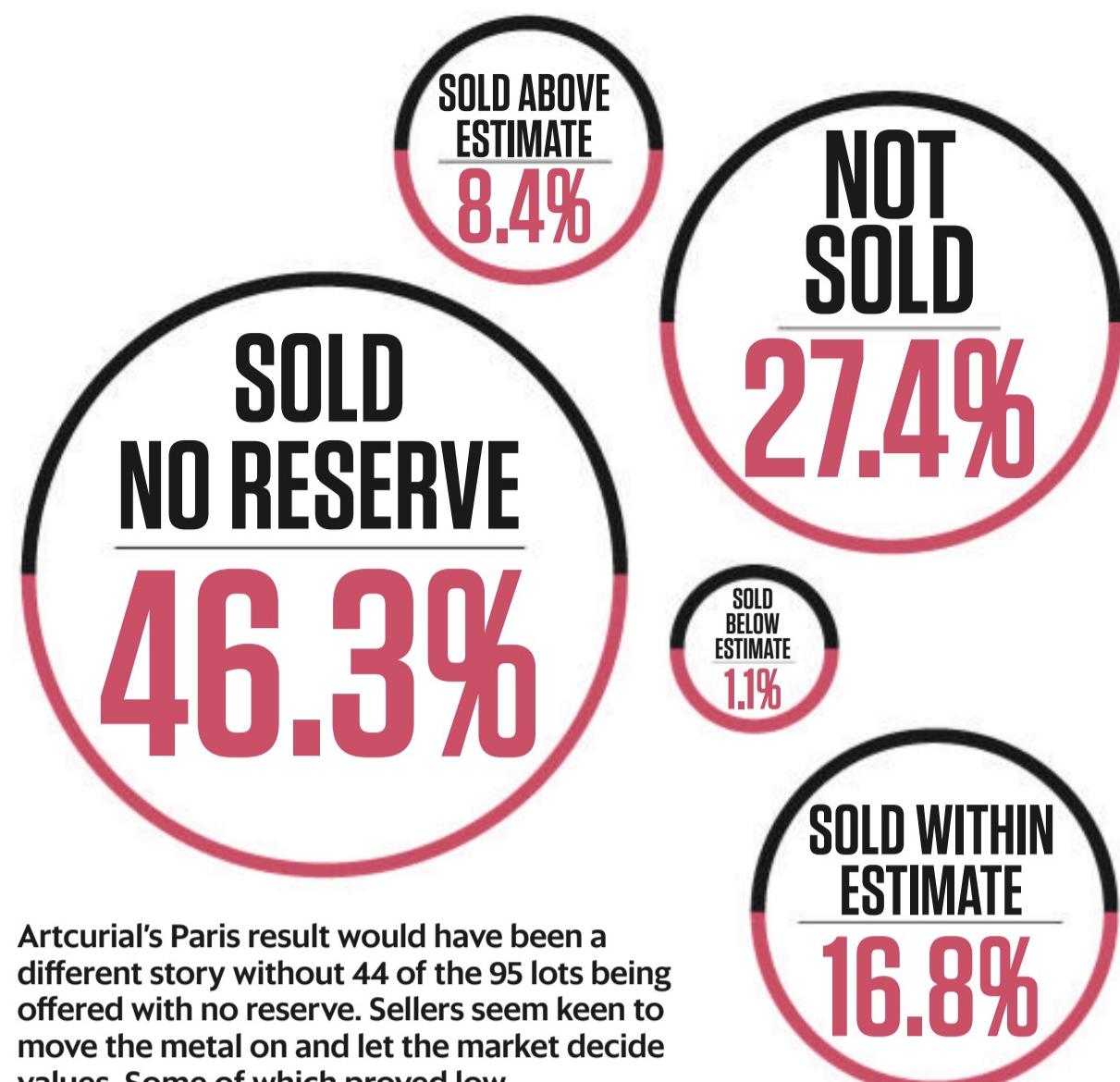
Unreserved

Market left to decide at Artcurial sale

With an October break in UK auctions we've taken a look across the channel at Artcurial's Automobiles sur les Champs sale. On the surface it looks quite upbeat, with a 72.6% sale rate. We'll drill into that number to the right.

What really jumped out from the results was how much of a 'home game' this sale was. You always expect French classics to sell well in France, but they also usually share the worldwide love for Alfa Romeos. Not on this occasion. Just one of seven Alfias on offer found a home and that was a 1960 Spider 2000 at no reserve and with great history that barely made project money.

On the other hand, the pictured Mercedes-Benz 190SL made an astounding £90,915. The photo is particularly kind to it - this tired old thing was accurately catalogued as a 'good project car'. Yet it made almost what you'd pay for a mint example. Sacré bleu.



Artcurial's Paris result would have been a different story without 44 of the 95 lots being offered with no reserve. Sellers seem keen to move the metal on and let the market decide values. Some of which proved low.



190SL not as good as it looks but sold strongly

Market indicators Some really strong prices achieved this month, though there's still the odd bargain to be had



▲ 1964 Fiat 500D Trasformabile £48,518

Bonhams, Zoute, 10 October

It's clear the rise in demand for everyday classics is not confined to the UK. However you look at it, this is an extraordinary result, the €57,500 paid almost doubling the top end of the €24-30k estimate. Yes, the Fiat had been superbly restored six years ago, and boasted just three owners and history back to its original invoice. But this kind of money buys you a really good Ferrari Mondial cabrio. The world has changed.



▲ 1970 Sunbeam Stiletto £8438

H&H, Derbyshire, 6 October

It looks like the Sunbeam Stiletto is finally starting to get the recognition it has long deserved. Sitting at the top of the range, with its fastback styling and 55bhp Sport engine, it's definitely the one to have. This older restoration had been in the same family for 17 years and its 55,000 miles may well be correct. Bravely offered with no reserve, it actually sold for above guide values. The best look likely to hit £10k soon.



▼ 1992 Jaguar XJR-S 6.0 £12,000

The Market, online, 7 October

The JaguarSport-tweaked XJR-S is a highlight of the XJS range, and this one was very cheaply snapped up. The £14-24k estimate was pretty broad but within those numbers was in line with guide values for a car in this condition. The seller had the cabin retrimmed (correctly) during his six-year tenure, there was plenty of history and 95,000 miles isn't outrageous. It even has an appropriate number plate. Smart buy.

Honda NSX overtakes Ferrari rival

It has taken around 30 years to prove itself to enthusiasts and collectors, but Honda's upstart NSX can now truly be said to have got the job done. The price guides now reflect that one of these is worth more than the Ferrari 348 it initially went head-to-head with. They've come a long way from the response around launch time that was largely along the lines of, 'Nice try but it will never catch on.'

We highlighted the NSX's rise as one of our 2020 'Hot 30' picks, when Brian Page noted that good manual examples were

probably sneaking past the £50k mark. They did, and we have their top value pegged at £55k now. Low-mileage cars are making much more, one with around 35,000 on the clock recently selling for over £80k. The autos are rising fast too. Silverstone Auctions took £56,250 for a 32k-miler earlier this year.

The prognosis for future rises is good too, with strong demand. Nice examples are not hanging around in showrooms and dealers are placing 'wanted' ads for them. If you want one, last year was the time to buy, but now will have to do.



Anglia values leap by a third in four years

We last highlighted the Anglia in the November 2017 issue, noting at the time that values were keeping pace with those of Morris Minors and had risen to £6000 for the best examples of the regular 105E model and £6750 for the 1198cc-engined 123E 'Super'.

Several significant things have happened to the market since then. Not least the unexpected meteoric rise of everyday British classics. Those six grand 105Es are now more like eight grand cars, which is very good news for anyone who bought one back then. But at the very least you should make sure your insurance valuation is up to date.

The Anglia Supers are another matter. Always a much rarer car, their values are now creeping

into five figures and rising fast because any that come up for sale are keenly fought over.

We previously had them pegged against Minors, which has long been the traditional marker for small Sixties saloons. Values of those are now even higher, so these diminutive Fords will surely follow.



▼ 1971 Citroën DS21 Pallas £9090

Artcurial, Paris, 24 October

If you don't mind today's extra travel and import hassles, France can still be a happy hunting ground for DSs. This Pallas may need recommissioning after a few years out of use because of the late owner's failing health, but it was resprayed by Citroën in 2003 and had been beautifully reupholstered too. With similar cars being offered in the UK for around £14-15k mark, this looked like good business.



▲ 1972 Mercedes-Benz 280SL £135,850

Bonhams, Zoute, 10 October

We can just about understand why this Pagoda went for around 30% over both guide values and its top estimate. For a start it has the rare and desirable manual gearbox. But most importantly it's only covered 650km following a good-as-new restoration by respected marque specialists Top Classics. The price paid here is probably not far off what the bill would look like for one restored to this standard.

PRICE GUIDE MOVERS

▲ On the up

The market is still predominantly on the rise with most action in the sub-£35,000 category

Make and Model	Year	Concours	Mint	Good	Rough	% up
AC Ace-Bristol/Ford	56-63	315,000	240,000	160,000	105,000	+5.0%
AC 3000 ME	79-84	22,500	15,000	8500	5000	+12%
Alfa Romeo Spider S4	89-93	16,000	11,000	5250	2400	+6.7%
Alfa Romeo Alfetta sal	72-84	10,000	6500	3000	1000	+11%
Alfa Romeo GTV 2000	76-87	16,000	10,500	5000	2000	+8.5%
Alfa Romeo GTV6	81-87	22,500	14,000	6500	2500	+9.8%
BMW 503	56-59	165,000	120,000	87,500	65,000	+8.2%
BMW 2002/Touring	68-75	16,000	11,000	5000	2400	+19%
Bond Equipe GT	67-71	7500	5250	1750	850	+7.1%
Bond Bug	70-74	15,000	10,000	4000	2000	+20%
Bristol 406	57-61	45,000	31,000	16,000	9000	+7.1%
Bristol 407, 408, 409	61-68	47,500	34,000	17,500	9250	+5.6%
Bristol 410, 411	68-76	55,000	39,000	19,500	10,500	+5.8%
Chevrolet Corvette Stingray C3	68-72	32,500	22,500	13,000	5750	+8.3%
De Tomaso Deauville	70-88	35,000	25,000	14,000	6500	+17%
Elva Courier	58-61	27,500	22,000	12,000	6750	+10%
Ferrari 250GTE 2+2	60-63	360,000	275,000	225,000	175,000	+5.9%
Ford Anglia 105E	59-68	8000	5500	2650	1600	+10%
Ford Anglia 123E	62-68	10,000	6750	3500	2000	+11%
Ford Granada MkII	77-85	9000	6000	2500	1250	+20%
Ford Escort RS Turbo	86-90	20,000	14,000	7000	3000	+11%
Ginetta G15	68-74	13,000	8000	4000	1850	+18%
Ginetta G21	72-77	14,000	10,000	4750	2000	+17%
Honda NSX 3.0	90-02	55,000	42,500	30,000	22,000	+16%
Humber Sceptre MkIII	67-76	7000	4500	1750	750	+17%
Lagonda Rapide	61-64	175,000	125,000	75,000	55,000	+6.1%
Lancia Flaminia convertible	59-67	120,000	95,000	70,000	47,500	+9.1%
Lancia Flavia coupé 1.5/1.8	62-68	22,500	15,000	7500	4000	+12%
Lancia Stratos	72-74	400,000	320,000	260,000	220,000	+11%
Matra Bagheera	73-79	12,000	8000	3500	1250	+14%
Matra Murena	80-83	14,000	9000	4000	1500	+22%
Mercedes-Benz 350/380/420SL	71-89	30,000	18,000	7500	3000	+13%
Morris Marina TC/GT	71-78	4000	2500	1200	600	+23%
Panther Lima/Kallista	76-90	13,000	10,000	5000	2750	+4.0%
Panther Kallista 2.8/2.8j/2.9i	82-90	16,000	12,000	6000	3500	+6.7%
Porsche 356 pre-A	51-55	220,000	155,000	105,000	85,000	+4.8%
Porsche 356 Convertible D	58-59	215,000	150,000	100,000	70,000	+7.5%
Porsche 911 2.7	74-77	42,500	32,500	18,000	11,000	+6.3%
Porsche 959	87-88	875,000	690,000	550,000	465,000	+14%
Riley Elf	61-69	8500	6000	2750	1300	+6.3%
Singer New Gazelle/Vogue	66-70	6000	4000	1650	725	+90%
Subaru Impreza WRX P1	00-01	32,000	24,000	14,000	9000	+16%
Sunbeam Rapier/Alpine	67-76	6250	4250	2000	900	+8.7%
Sunbeam Rapier H120	68-76	8000	5500	2650	1250	+6.7%
Sunbeam Stiletto	67-72	8500	6250	2750	1300	+6.3%
Triumph TR8	78-81	10,000	6500	3750	2000	+14%
Triumph TR8 convertible	80-81	12,000	9000	5500	2500	+4.3%
TVR Grantura I-1800S	57-67	35,000	26,000	16,500	10,000	+7.7%
Vauxhall VX4/90 FD	69-72	6000	3800	1900	900	+9.1%
Vauxhall VX4/90 FE	73-76	4500	3000	1500	750	+7.1%
Volkswagen Corrado	88-95	5500	3600	1650	800	+10%
Volkswagen Corrado VR6	92-95	15,000	10,000	4000	1600	+20%
Volvo V70R	97-00	8000	5500	2500	1400	+6.7%
Wolseley Hornet SI-III	61-69	8000	5500	2650	1200	+6.7%

▼ On the slide

Fancy Italian fare from the millionaires club dominates this month's ego-trimming column

Make and Model	Year	Concours	Mint	Good	Rough	%dwn
Aston Martin DB6	65-70	300,000	215,000	150,000	107,500	-3.2%
Aston Martin DBS 6 Vantage	67-73	155,000	125,000	80,000	50,000	-8.8%
Aston Martin V8 Vantage	77-89	275,000	220,000	155,000	100,000	-8.3%
BMW 507	56-59	1.7m	1.45m	1.3m	1.1m	-5.6%
Chevrolet Corvette Sting Ray C2	63-67	65,000	49,000	25,000	17,500	-3.7%
Elva MkIII/IV T-type	62-65	25,000	20,000	12,500	7000	-5.7%
Ferrari 250 Cabrio SII	60-62	1.05m	940,000	725,000	540,000	-4.5%
Ferrari 250GT Lusso	62-64	1.2m	975,000	840,000	725,000	-4.0%
Ferrari 275GTS	64-66	1.1m	1m	925,000	800,000	-8.3%
Fiat 600 Multipla	55-66	27,500	19,000	12,500	6750	-8.3%
Ford Consul Capri GT	61-64	20,000	15,000	7500	3500	-4.8%
Jensen Interceptor MkI	66-70	57,500	37,500	18,500	9000	-4.2%
Lamborghini Miura P400S	69-71	1.15m	975,000	625,000	540,000	-4.2%
Lamborghini Miura SV	71-75	2m	1.8m	1.5m	n/a	-4.7%
Lancia Flaminia GT/GTL/3C	59-67	77,500	62,500	46,000	27,500	-11%
Maserati Sebring	62-66	175,000	133,000	95,000	55,000	-5.4%
Maserati Mistral Spyder	64-70	550,000	465,000	350,000	250,000	-3.8%
Porsche 911 GT2 (996)	01-05	95,000	89,000	82,000	72,000	-5.0%



DfT danger for modified cars

Even small changes could be illegal under proposed legislation

Some worrying legislation has been proposed by the Department for Transport (DfT) that could, in effect, outlaw any modifications to a car. However, there is still time for objections to be raised – the consultation process doesn't close until 22 November.

An intention in the DfT's Future of Transport Regulatory Review says, 'We will create new offences for tampering with a system, part or component of a vehicle intended or adapted to be used on a road. This will enable us to address existing gaps in the legislation, ensuring cleaner and safer vehicles.'

Proposals for legislation include a specific offence for supplying,

installing and/or advertising, a 'tampering product' for a vehicle – this would apply where a principal effect of the product is to bypass, defeat, reduce the effectiveness of or render inoperative a system, part or component. The product in question might be a physical part or component, hardware and/or some software.

There is also specific offence for removing, reducing the effectiveness of, or rendering inoperative a system, part or component for a vehicle and advertising such services.

Roger Parker, technical advisor for the MG Owners' Club says, 'The section tackling tampering, as written, does indicate a possible death knell for the car tuning

industry and makes it potentially illegal to change a standard component on any car for one that doesn't follow the original pattern, whether it be fitting an alternative engine or replacing distributor points with an electronic ignition system.'

It appears to be another case of legislators setting out with good intentions, which appear to be stopping people from tampering with emissions equipment, not realising what else may be swept up in their net. But at the moment it is still only a proposal and can be changed.

You can find full content of the DfT's proposed legislation, along with details of how to have your say on them, at tinyurl.com/vehicletampering

IN THE TRADE



MANOR PARK DISCOUNT

For its final sale of 2021, Cheshire-based Manor Park Classics has lowered its buyer's premium to 10% from the usual rate of 12.5%. That represents a £500 discount on a car that makes £20,000 under the hammer. The sale will be held on Saturday 20th November at its Runcorn premises. Expect a bidding battle for the pictured garage-find 1960 Austin Seven. Off the road for 25 years, the one-owner car shows just 50k miles and appears never to have had any welding done to the original floorpan.



COETZER SALE PART 2

A year on from the first sale, a second tranche of 90 cars from the collection of the late Louis Coetzer is to be sold off on 4 December. We featured Coetzer's remarkable collection – a large proportion of which consisted of Mercedes-Benzes and Chevrolets – in the August 2016 issue of *Classic Cars*. Based in Bloemfontein in South Africa, at the time of Coetzer's tragic death in an accident it contained an astounding 240 vehicles. The sale is being handled by Creative Rides. See creativerides.co.za for details.



RARE LAGONDA TOPS £100K

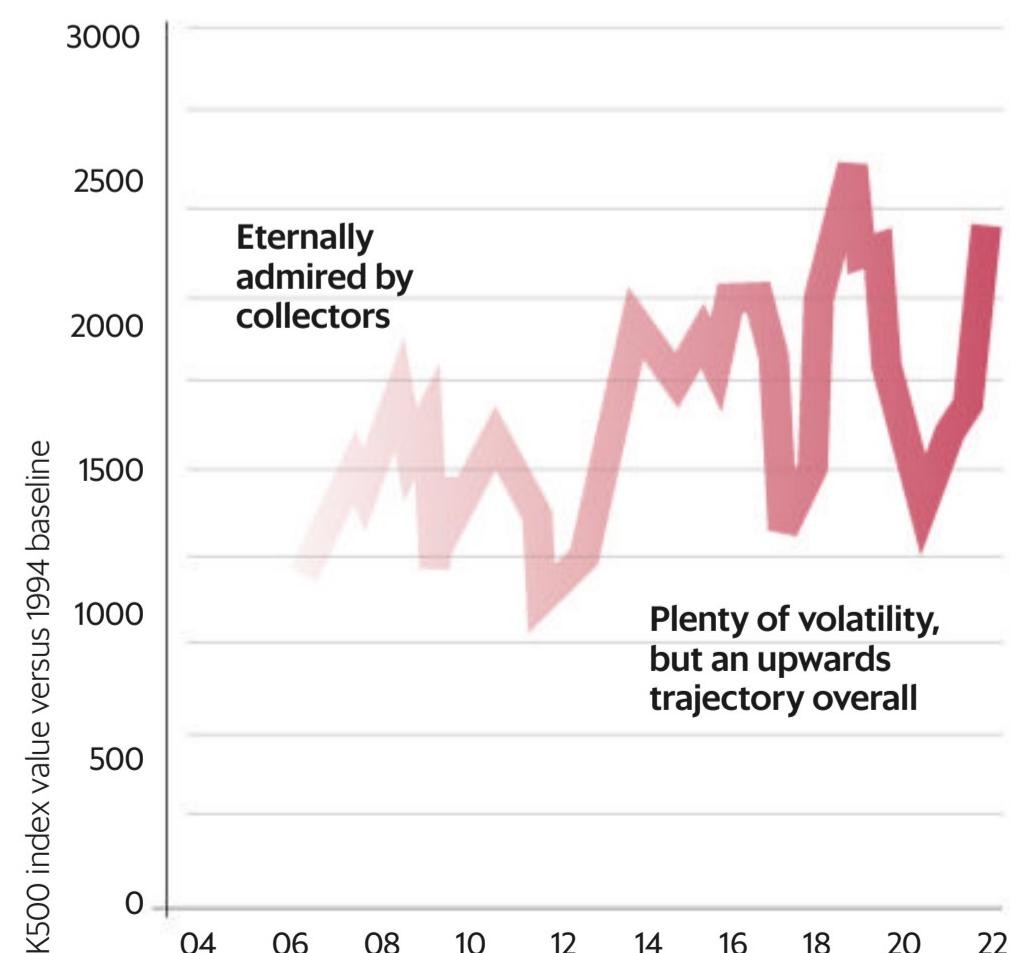
This 1932 Lagonda 3 Litre Special Sports made a strong £105,000 at Tennants' recent auction held in Yorkshire. A correct and well-documented car, it would be a useful entrant for VSCC events, which may explain how well it performed on the day. It was a rare success at a sale that had rather passed under the radar and had just 28 cars on offer alongside automobilia and a large number of motorbikes. The result was that just half of those cars found new homes. See tennants.co.uk

WHAT THE K500 MARKET INDEX SAYS ABOUT THE...

Citroën DS Chapron



K500's Simon Kidston says, 'If the French motor industry could seldom produce a high-performance luxury car, it was in a class of its own for sheer style with the Chapron-bodied Décapotable and two-door fixed-head DS coupés. The convertible built from the late Fifties to early Seventies is an essential staple of every Rétromobile catalogue. Less familiar are the four-seat 1958 'Le Paris' coupé, 1960 'Concorde' and late-Sixties 'Le Caddy' and 'Le Dandy'. The ability to combine French chic with Jules Verne eccentricity shows the Parisian coachbuilder's genius.'





SOLD

1971 Jaguar E-Type V12 Convertible
Sold Price: £39,600



SOLD

1966 Ford Mustang Convertible
Sold Price: £30,800



SOLD

1964 Jaguar MKII 3.4 Auto
Sold Price: £19,800



SOLD

1985 Mercedes 280 SL
Sold Price: £15,950



SOLD

1967 Renault 10 Alconi
Sold Price: £12,925



SOLD

1961 Jaguar MK II 3.8 Manual overdrive
Sold Price: £18,750



SOLD

1999 MG RV8
Sold Price: £15,620



SOLD

1970 Jaguar E-Type 4.2 Series 2 2+2
Sold Price: £36,850



SOLD

1967 Jaguar 420
Sold Price: £34,100



SOLD

1984 BMW 635 CSi
Sold Price: £11,880



SOLD

2001 Jaguar XJR 100 Pre-Production
Sold Price: £11,100



SOLD

1960 Jaguar XK 150 SE
Sold Price: £46,500

NEXT AUCTION

Annual Christmas Classic

1pm, Tuesday 14th December 2021

Sandown Park Racecourse, Esher, KT10 9AJ

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'It was bought off the Geneva stand by a glamorous European socialite, and remained in her family until 2016'



Two's company

RM Sotheby's to offer this remarkably original unrestored 20,750km Facel II

There are few classics more achingly stylish than a Facel II. Which is why for us this stands out from the 75 cars being offered from the collection of classic and racing car dealer Jean Guikas on November 19. Others may boast competition history or even fancier price tags, but this car has sheer, understated class. It also has a fascinating history that sets it apart even from other Facel IIs, though there were just 182 of them built before Facel Vega shut the factory doors in 1964.

This one was the company's show car at the 1963 Geneva Motor Show, where it was bought off the stand by a glamorous European socialite. She drove the car out of the hall at the end of the show and it remained in her family for the next 53 years, loved but little used, living in Greece and racking up just 20,600km.

Jean Guikas became the car's second owner in 2016, buying it from RM's sale held during Rétromobile week for €235,200

(£180,923). That was seen as something of a bargain at a time when the valuation for mint Facel IIs was around £275,000.

The odometer reveals that just 149 more kilometres have been added to the total during Guikas's tenure, taking it to 20,750km.

Apart from basic servicing and recommissioning, it remains exactly as bought - in wonderfully original and unrestored condition. Given their robust nature, the 355bhp 383ci (6286cc) Chrysler V8 and corresponding TorqueFlite automatic gearbox rank as barely run in. The metallic blue paint has a degree of patina but remains presentable, which leaves the next buyer with the unenviable decision of whether to keep it as-is or repaint it to bring the car back to its Geneva glory days. There's barely any discernable wear to the tan leather upholstery, though the stained carpet in the driver's footwell could bear cleaning or sympathetic replacement.

As has been well documented in these pages, the market for cars like this in the six-figure investor range has slipped in the



five years since this Facel was last sold. Facel II values are down around 10-12% over that period. However, as already pointed out this was a bargain buy back in 2016.

Considering its provenance, this special Facel II is unlikely to sell for so little again this time around, though there is always that slim chance because the car - along with almost all of the others in the Jean Guikas Collection - is being offered by RM with no reserve. There is also the fact that four out of six Facel IIs offered in the last year have failed to sell, because they had reserves set at prices above buyers' expectations.

But despite the above, you cannot get away from the fact that this is a special car, and that the nearest comparable example sold 18 months ago for €336,600 (£285,000). So the reality here is likely to be somewhere in the middle, say £200,000-250,000. And in that range we'd still call it a smart buy.

For further details see rmsothebys.com

With stunning originality and provenance, this Facel II will be the first to sell at auction for 18 months – but at what price? We'll find out on 19 November

Group 4 Griffin to go

▼ 1980 Vauxhall Chevette HSR

For sale at Historics, Surrey, 27 November, historics.co.uk

Why buy it? Not only is this a factory-built Works car to Group 4 specification, it was also used by James Doherty to win the Shell Oils National Rally Championship in Ireland in 1985. The car retains its original bodyshell, recently repainted, and had a full mechanical overhaul 400km ago. It has also been used recently for historic rallying and has an MSA Historic Technical Passport valid until 2028. Price estimate £80,000-£100,000



◀ 1986 Toyota MR2 MkI

For sale at H&H, online, 24 November, handh.co.uk

Why buy it? These early 'origami' MR2s are becoming increasingly sought after – and it's getting ever harder to find good ones. This sharp-looking original UK market car comes with decent history and just 79,000 on the clock. Estimate looks a little on the light side.

Price estimate £5000-£7000



▲ 1974 Morris 1800 'Wedge'

For sale at WB & Sons, 4 December, Newcastle, wbandsons.com

Why buy it? It's the very first 'Wedge' to roll off the production line, also used to assess quality standards and retained by BL for three years. It was later a fleet car for our sister title *Practical Classics*. Restored in 2014 and signed by designer Harris Mann. Price estimate £5000-£8000



▲ 1965 Ford Cortina 1500 estate

For sale at Manor Park Classics, Cheshire, 20 November, manorparkclassics.com

Why buy it? A recent bare-metal restoration of a good car that had been dry-stored for around 30 years. It appears the sills and floorpan have never needed welding repairs. Few estates were sold with Deluxe trim like this one, so it could easily beat its estimate. Price estimate £12,000-£14,000

UPCOMING SALES

Please confirm sale status with auction house websites before making arrangements

NOVEMBER

Fri 19, France. RM Sotheby's Guikas Collection sale, Circuit Paul Ricard. rmsothbys.com

Sat 20, Cheshire. Manor Park Classics' sale, Runcorn. manorparkclassics.com

Wed 24, Cheshire. H&H Classics, A/B/C live online. handh.co.uk

Thu 25, Somerset. Dorset Vintage & Classic Auctions, The Old Gas Works, Stalbridge, Dorset. dvca.co.uk

Sat 27, Surrey. Historics at Brooklands, Mercedes-Benz World, Weybridge. historics.co.uk

DECEMBER

Sat 4, London. Bonhams' Sale, New Bond Street. bonhams.com/departments/MOT-CAR

Sat 4, Newcastle Upon Tyne. WB & Sons, Killingworth. wbandsons.com

Wed 8, Derbyshire. H&H Classic Auctions, Pavilion Gardens, Buxton. handh.co.uk

Thu 9, Herefordshire. Brightwells' classic car auction, Easter's Court, Leominster. brightwells.com

Fri-Sat 10-11, North Yorkshire. Mathewsons, live online, Thornton-Le-Dale. mathewsons.co.uk

Sat 11, Warks. Classic Car Auctions, online and venue tba. classiccarauctions.co.uk

Sat 11, Oxfordshire. Bonhams MPH, Bicester Heritage, Bicester. bonhams.com/departments/MOT-CAR

Tue 14, Surrey. Barons Auctions' Christmas Classic sale, Sandown Park, Esher. barons-auctions.com



A new concept

The new 210-piece limited edition C60 Concept celebrates Christopher Ward's ground-breaking five-day power-reserve chronometer movement, Calibre SH21.

There are many fine Swiss-made skeletonised watches available, but few have their movements hand-finished to the exquisitely exacting standards of the C60 Concept, and none come anywhere near matching its remarkable value: the result of CW's famously disruptive approach to luxury watchmaking. If you relish the finer things in life and are understandably sceptical about the pricing of many luxury watch brands, you should have a look, a close one, at the C60 Concept.

christopherward.com



**Christopher
Ward**

Ingeniously English.
Unsurprisingly Swiss.



Late meeting with late braking

Postponed 78th Members' Meeting sees BSCC stars and cars go at it at Goodwood

The cars of champions across fields as diverse as saloon-car racing, Formula One and Le Mans starred at the 78th Goodwood Members' Meeting, which also saw the circuit and its surroundings used as a night rally stage, playing host to cars of the Group B and A eras.

Ford Capri 3000GXL

Few individual competition cars can boast the heritage of David Lampitt's freshly restored Ford Capri. 'It was one of three works cars built by Ford's competition department at Boreham to do the inaugural Avon Tour of Britain in 1973,' said Lampitt. 'HRH Prince Michael of Kent drove it on that tour, and just 12 days later Jeremy Walton and Nigel Clarkson drove it at the Spa 24 Hours, finishing 13th.' Walton and Clarkson put in a storming performance, the reliability of their 3000GXL seeing it beat some of the more fragile works RS2600s and BMW 3.0CSLs.

'Later in 1973, it was used at Zeltweg in Austria, driven by Niki Lauda and Dieter Quester in a two-race meeting. For this, the car was modified at Boreham with the rear spoiler from an RS3100 and wheels from an RS2600. Lauda finished third in his race before handing it over to Quester.'

'For 1974, Ford entered the car as part of a works team in the British Saloon Car Championship, signing up the young Tom Walkinshaw to drive this car for his first BSCC season. He won the Class

C [2500-4000cc] Championship, before leaving Ford to set up TWR. Stuart Rolt then bought it from Ford and ran it in the 1975 BSCC, but wasn't as successful as Walkinshaw. Rolt was 10th overall in 1975, finishing second in Class C behind Gordon Spice in a patchy season.'

'Rolt sold the car in 1976 and it passed between several collectors' hands, ultimately ending up in storage for 24 years. The person I bought it from had pushed it to the back of his workshop and couldn't get it out, because he had a habit of building project cars in front of it. I finally got hold of it in 2018 and restored it last year.'

'In addition to its known history, there's also a rumour – unsubstantiated at the moment – that Barry Sheene drove it in a celebrity race at Brands Hatch in 1973 too, although we've found no-one

with any confirmatory photos just yet...'

Touring car ace Steve Soper drove it at the Members' Meeting, in a Gerry Marshall Trophy race affected by rain. 'It feels good, very precise steering, although sadly because of the weather I don't know quite how fast it is yet,' he said. Soper qualified 11th, and brought it home in ninth place.

Alfa Romeo Alfasud Ti

Another ex-British Saloon Car Championship machine making its post-restoration debut in the Gerry Marshall Trophy, this Alfasud was originally raced by Jon Dooley for the Alfa Romeo Dealer Team in 1981; Dooley finished third overall and won Class A. 'It raced until 1986 in various lesser championships,' explained restorer Chris Whelan. 'We bought it in 2012 in need of total restoration.'



Alfa Romeo Dealer Team Alfasud alongside another ex-BSCC car – Martin Brundle's Celica GT



Steve Soper at the wheel of the works Ford Capri 3000GXL in the Gerry Marshall Trophy race

which we've only just finished.

'This wasn't actually the car Dooley began the 1981 season with. He crashed heavily in practice mid-season and his car was irreparable, so he actually gave the 90,000-mile, four-year-old shopping car he and his wife used to the Alfa Dealer Team to be converted for racing. It's the reason why it's one of the few cars on the BSCC grid with a genuine road-registered numberplate.'

The British Alfa Romeo Dealer Team was run on a shoestring, but it's hard to understand where all its money went, given the funds that were clearly available from sponsor Napolina. The deal was massive, to the point where new Alfasuds were being given away in competitions advertised on tins of salmon, but it seems the racing team received very little of the money and not much by way of support from the factory in Italy – it had to get Autodelta racing parts secondhand from Alfa's European Touring Car Championship teams.'

Toyota Celica GT

Fresh out of restoration, this ex-BSCC Toyota was one of future World Sports Car Champion and 1990 Le Mans 24 Hours winner Martin Brundle's first competition cars. Its owner Mark Bevington explains, 'It did its first race at the end of the 1978 BSCC with Toyota's UK works team run by Hughes of Beaconsfield, just to get its new two-car team ready for the 1979 season. Mike Wilds drove this one, although for most of the 1979 championship it was driven by Alec Poole. But towards the end of the season, Hughes started to hire the car out to Martin Brundle.' Brundle made an instant impression at the wheel of the car, taking second in class at an night race at Snetterton, and finishing on the podium in the final round at Oulton Park.

'Brundle – who was only 19 at this point –



Toyota Celica GT has been restored from barn-find condition



Ayrton Senna won GPs in this McLaren MP4/6

hired out this unchanged car for 1980. He was spectacular, even managing to lead the race at the Brands Hatch round before running out of fuel on the last lap. In a great act of sportsmanship, Ford driver Dave Brodie spotted the spluttering Toyota ahead of him, closed up to the back of it, and pushed Brundle up Clearways, giving him enough momentum to coast through Clark Curve and over the line to finish the race.

'After the 1980 season, Hughes sold the Celica to Irish rally driver Sandy Larson, but she found it too heavy to be competitive by that point, so sold it on again after one season. We found it five years ago in a terrible but original state, advertised in a small-ad in a Northern Irish local paper, and completed the restoration in time for the Members' Meeting.'

McLaren MP4/6

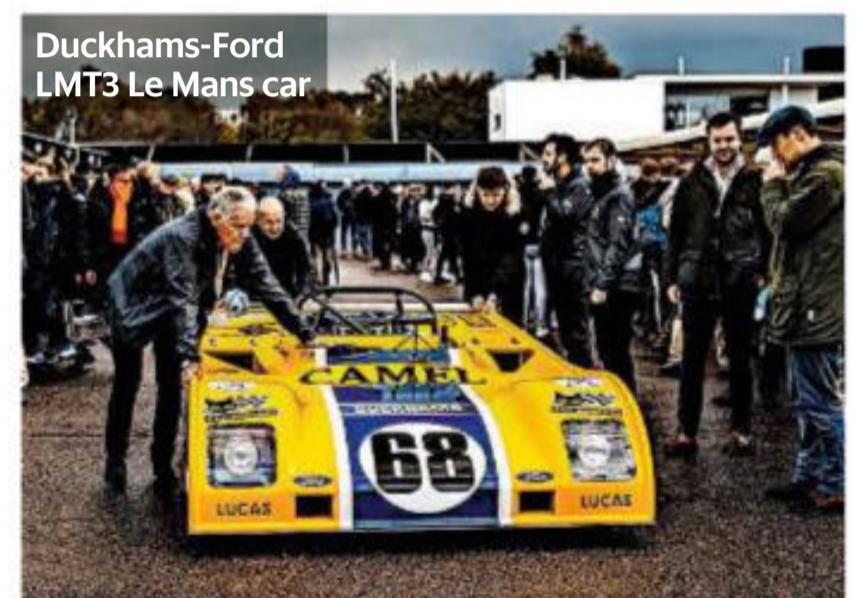
The star of a paddock display honouring the Formula One career of Ayrton Senna, it's the first time this McLaren – arguably the most important car of his career with the team – has been seen in public since the 1991 German Grand Prix.

Its restoration was completed last year, after many years on static display in a showroom. It's MP4/6 chassis 5, which Senna drove more than any other MP4/6 in the 1991 season, campaigning it at San Marino and Monaco – both of which he won – as well as Montreal, Mexico, Magny-Cours, Silverstone and Hockenheim. Senna took the championship having won seven of the 16 rounds, finishing 24 points ahead of his nearest rival, Nigel Mansell. The car was demonstrated on track at Goodwood by Ayrton's nephew Bruno, who wore one of his uncle's 1991-season helmets.

Duckhams-Ford LMT3

'It's the first time this car has turned a wheel in public since 1972,' said Dermot Walsh of Gordon Murray Automotive. The LMT3 was his boss's first sports-prototype design.

'Alain de Cadenet approached Murray, who was chief designer at Brabham F1 at the time, and asked him to design a sports prototype around the new 3.0-litre regulations for the 1972 Le Mans 24 Hours, with less than six months' lead time,' said



Duckhams-Ford LMT3 Le Mans car

Walsh. 'Part of the payment Murray negotiated as a result included a new scientific calculator.'

The late running of the Duckhams-sponsored project resulted in it being entered for Le Mans on the reserve list, but its performance was spectacular for a privateer team in an untested prototype, De Cadenet and co-driver Chris Craft running as high as fourth, ahead of works Porsche, Matra and Alfa Romeo entries, before an accident and a need for bodywork repair in the pits dropped it back down to 12th.

Volkswagen Beetle

This striking Seventies-style custom Beetle starred on VW specialist Type 2 Detectives' stand in the paddock. 'It was originally a 1967 Beetle I found in the desert north of California,' said restorer and customiser Andy French, who built the car. 'The guy who built it worked at Edwards US Air Force base, and explained that he built it because his commute to work was either an hour by road or 25 minutes in a straight line! It's never been welded, and he dragged it out of someone's garden in Barstow, just outside Las Vegas, before building it up like this and using it for several decades.'

'The desert is why the bodywork is in such good nick, but it was heavily patinated. I did a deal to buy it during lockdown, brought it back to the UK and restored it like this, as a Seventies custom-car. When it arrived, absolutely nothing on it worked apart from the engine and the headlights. I mentioned this to the owner, who replied "That's all you need to get across the desert at night!"'



Beetle was built as a desert commuter



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Renault 5 Turbo 2
is a former Derek
Warwick runabout

Rallying up the hill

Inaugural Rallye Prescott sees the hill climb venue become a tarmac rally stage

Organised at relatively short notice, the first Rallye Prescott still drew in a diverse selection of classic rally machinery to take on the hill climb course, from production-class cars to Group B monsters. Future events will aim to demonstrate entire rallying dynasties and evolutions as well as play host to some blistering performances.

Renault 5 Turbo 2

This road-going Group B machine, taking to the hill for the first time after restoration, was originally a Formula One star's daily driver. 'Derek Warwick was given it as a runabout when he joined the Renault F1 team in 1984,' said owner Martyn Ferris. 'He ran it for five years, keeping it even after moving to Brabham and then Arrows, before selling it to his cousin.'

'When I bought it, it had been in a lockup for 20 years. I must admit, when I first got hold of the car, I didn't know of its provenance and decided to convert it for hill climbing use. I had some welding done as part of a general restoration, and also had a fireproof bulkhead and coil-over dampers put in. It was then, when

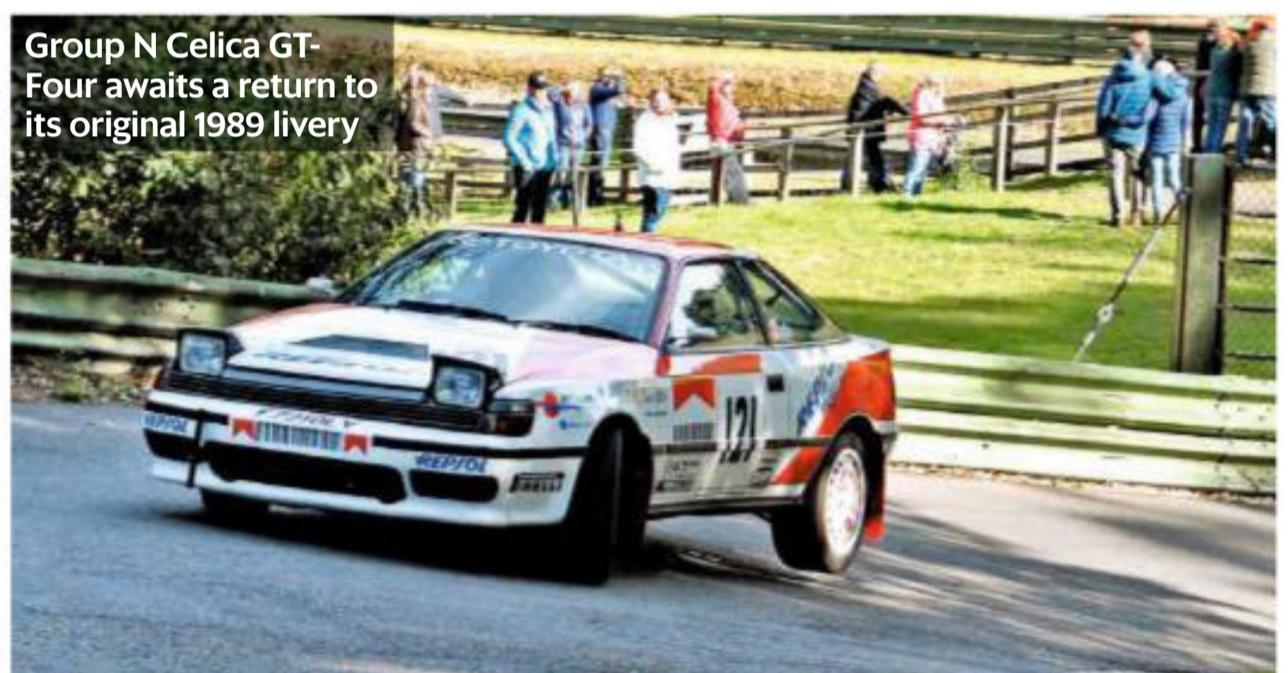
the car's history came to light, that I stopped with the modifications! I may return it to standard specification in future. Sadly, the wheels it has today aren't original; I still have those, but you can't get decent tyres for them nowadays.'

'I do now have the original import documents from France in Warwick's name, however, as well as photos of him using it in the Eighties.'

Toyota Celica GT-Four

Although this car has been freshly restored with a Carlos Sainz works-replica livery, underneath it tells a forgotten story of privateer pluck. 'It's a Group N car, produced by Toyota Team Europe for the original Toyota Challenge in 1989,' said owner George Anderson. 'It was originally driven by John Cleary, who did the UK National Rally Championship in it. I don't know quite how the finances worked but in addition to some works backing, the car was run by a team sponsored by Kerridge Computer Solutions, and originally had a distinctive pink-and-white livery. Cleary struggled with the car - he'd moved up from rallying a rear-wheel-drive Corolla AE86 and had to adapt to this turbocharged four-wheel-drive car.'

Group N Celica GT-Four awaits a return to its original 1989 livery



Cleary had been a regular class podium finisher during his time with the Corolla, but suffered regular reliability issues with the Celica GT-Four. His best position in the Celica was tenth on the Kerridge-sponsored 1989 Severn Valley Stages.

'I got it two years ago and set about the restoration – it had been a forest rally car all its life and this had taken its toll,' said Anderson. 'I will be returning it to its original livery, though, because I now have photos of it from 1989. I've also found its sister car, also run by Kerridge in the same livery, which won the 1990 Scottish Rally Championship with Jimmy Girvan, although it also needs a full restoration. But either way, I have the Kerridge equipo now!'

Bugatti Bonneville

It wouldn't be a Prescott meeting without Bugatti representation, and although not a rally car, the event gave marque specialist Tim Dutton the opportunity to present his new Type 51-based creation to the world and give it a shakedown ahead of its ultimate challenge.

'It's a new build, created for the Bonneville salt flats – taking an original car there would ruin

its coachwork,' said Dutton. 'Mechanically it's a standard Type 51. I want to learn the tricks of driving on salt. Also, it's a way of finding out just how fast a standard Type 51 can go. But crucially, it'll be a world first – a Bugatti has never been raced at the Bonneville salt flats before.'

'The paint job's a bitairy for a Bugatti, but it's a tribute to my dad in a way – he had a red Type 35B with black wheels, and I didn't like the idea of a single-colour car. I've also always liked art-deco scallops and they seem appropriate – they're very American, as used on hot rods, but also very Bugatti.'

'On my first attempt at Bonneville, I reckon I'll get around 155mph out of it. But the following year, I intend to modify it with a supercharger, different differential ratio and camshaft timing, and alter the aerodynamics. Next after that would be a centrifugal supercharger like you find on a Miller, offering 25-30psi.'

'My ultimate aim is 170mph, but it's a step into the unknown! Sadly, the Type 51 shot out its core plug and leaked coolant all over the track on its first run here, but after some remedial work, Dutton was back on the track again by the end of the day.'



This Bugatti special has legendary salt flats in its sights...

Nov 2021-Apr 2022 highlights



The 12th Flying Scotsman rally goes full steam ahead after a year off

November

25-29 Roger Albert Clark Rally. Various locations, England, Scotland and Wales racrmc.org

December

4-7 LE JOG. Land's End, Cornwall to John o' Groats, Caithness, Scotland heroevents.eu

5-9 1000 Miglia UAE. Abu Dhabi, United Arab Emirates 1000miglia.it

January

13-16 Autosport International. NEC, Birmingham [auto sportinternational.com](http://autosportinternational.com)

13-16 Interclassics Maastricht. Maastricht, Netherlands [Interclassicsmaastricht.nl](http://interclassicsmaastricht.nl)

23 MG & Triumph Spares Day. Telford International Centre, Shropshire

mgandtriumphsparesday.co.uk

27-February 2 Rallye Monte-Carlo Historique. Monte-Carlo, Monaco acm.mc

February
2-6 Rétromobile. Porte de Versailles, Paris, France retromobile.com

18-20 Race Retro. Stoneleigh Park, Warwickshire raceretro.com

March
3-6 Amelia Island Concours d'Elegance. Amelia Island, Florida, USA ameliaconcours.org

11-13 Antwerp Classic Salon. Antwerp, Belgium antwerpclassicsalon.be

17-20 Retro Classics. Stuttgart. Stuttgart, Germany retro-classics.de

18-20 Practical Classics Classic Car & Restoration Show. NEC, Birmingham ncrestorationshow.com

23-27 Techno Classica Essen. Essen, Germany siha.de

April
1-3 Flying Scotsman rally. Northumberland to Gleneagles endurorally.com

9-10 Goodwood 79th Members' Meeting. Goodwood Circuit, Sussex goodwood.com

24 La Jolla Concours d'Elegance. La Jolla Cove, California, USA lajollaconcours.com

28-30 Manx Classic. Isle of Man manxmotorracing.com

28-May 1 Rallye de Durbuy. Durbuy, Belgium zoutegrandprix.be



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When is it?

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How much is it?

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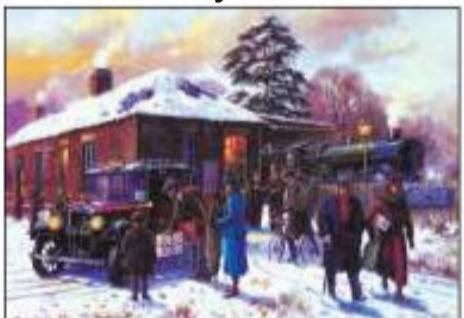
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Morris Minor



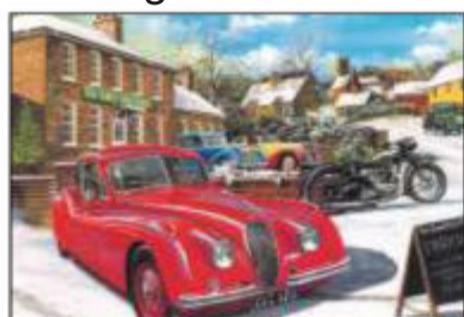
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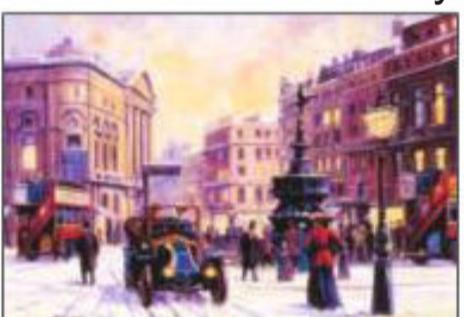
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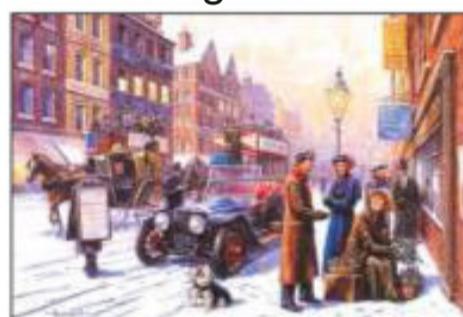
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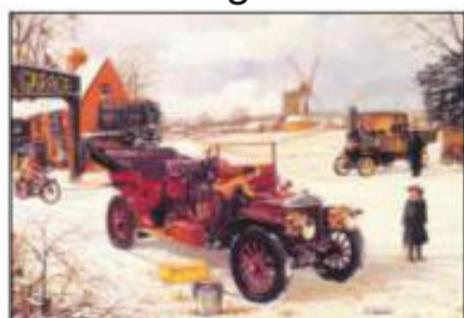
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## 'First' Seven's Highland hideaway

Colin Chapman himself offered a prospective Lotus Six buyer the first customer Seven. Sixty three years on, this important car emerges from a Scottish barn

**T**his is the fourth Lotus Seven, one of just eight examples produced in Hornsey in 1957 - and the very car pictured in the 1958 and 1959 Lotus Seven brochures.

It has survived in remarkably original condition for a model that's so often raced, repaired and modified, and has recently been extracted from a farm building in the Highlands of Scotland. It's now beginning a painstaking restoration to roadworthy condition while preserving as much as possible.

Chassis 403 was ordered and built by Brian Luff, who later worked for Lotus and rose to become head of vehicle engineering for the road cars. He also helped create the Clan Crusader and built his own Status kit cars. Brian (85) remembers UOW 429 well.

'I'd saved up for a Lotus Six but, when I went to the office in Hornsey, Colin

Chapman and salesman Colin Bennett told me the Six was going out of production, so would I like the first private Seven?'

Chassis 403 (Sevens began at 400, with the prototype) is indeed described as the first real 'customer' Seven in books on the subject by Jeremy Coulter and John Tipler, the earlier examples being factory-built

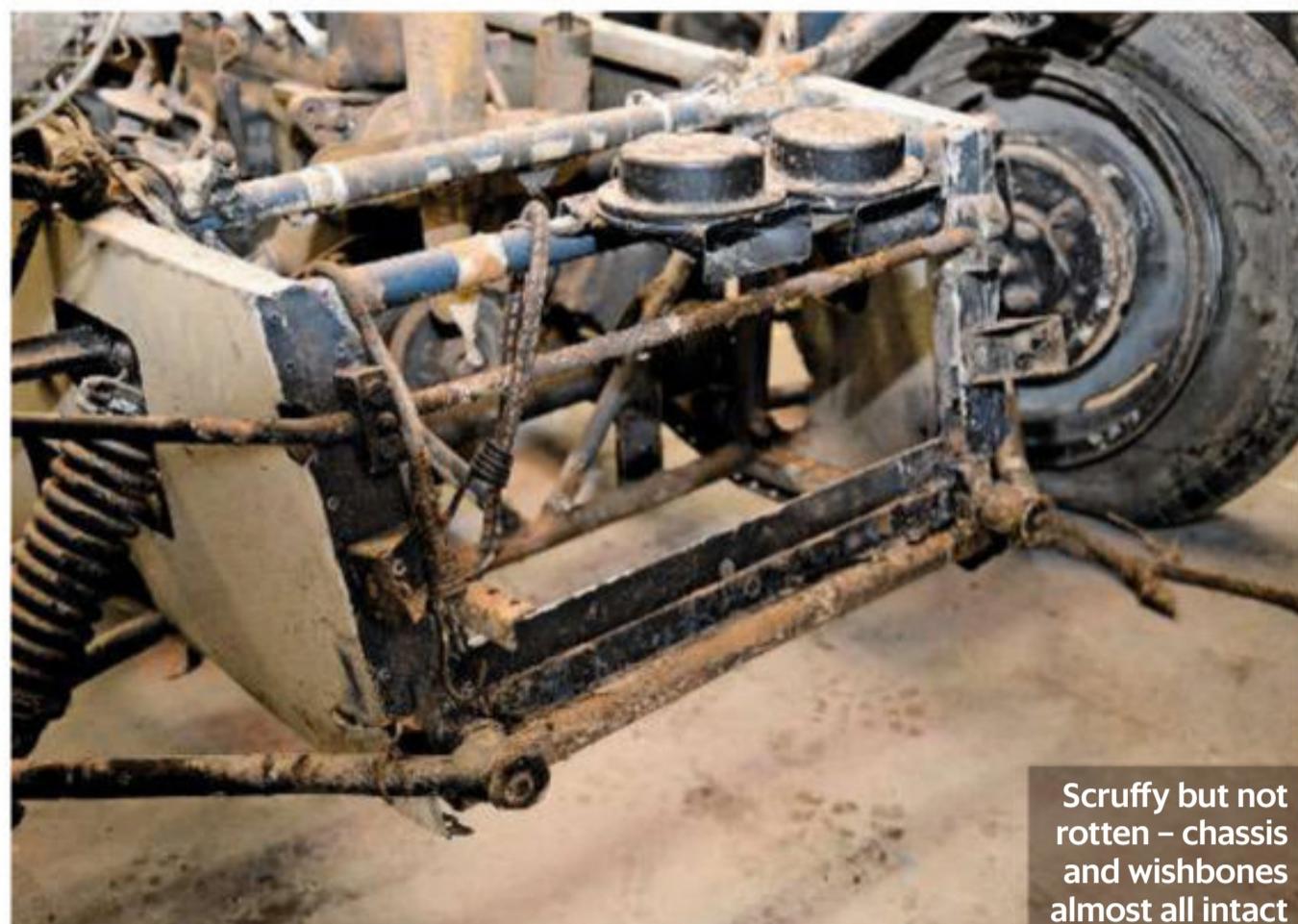
and/or used mainly for competition. However, Brian was surprised and a little put out to be supplied 'on a kind of hire-purchase basis', as he puts it, so the car took quite a long time to build and wasn't registered until 1958.

'I paid all the money, but they only gave me the bits when they had them,' he says.



This very car featured on two of the first Lotus Seven catalogues





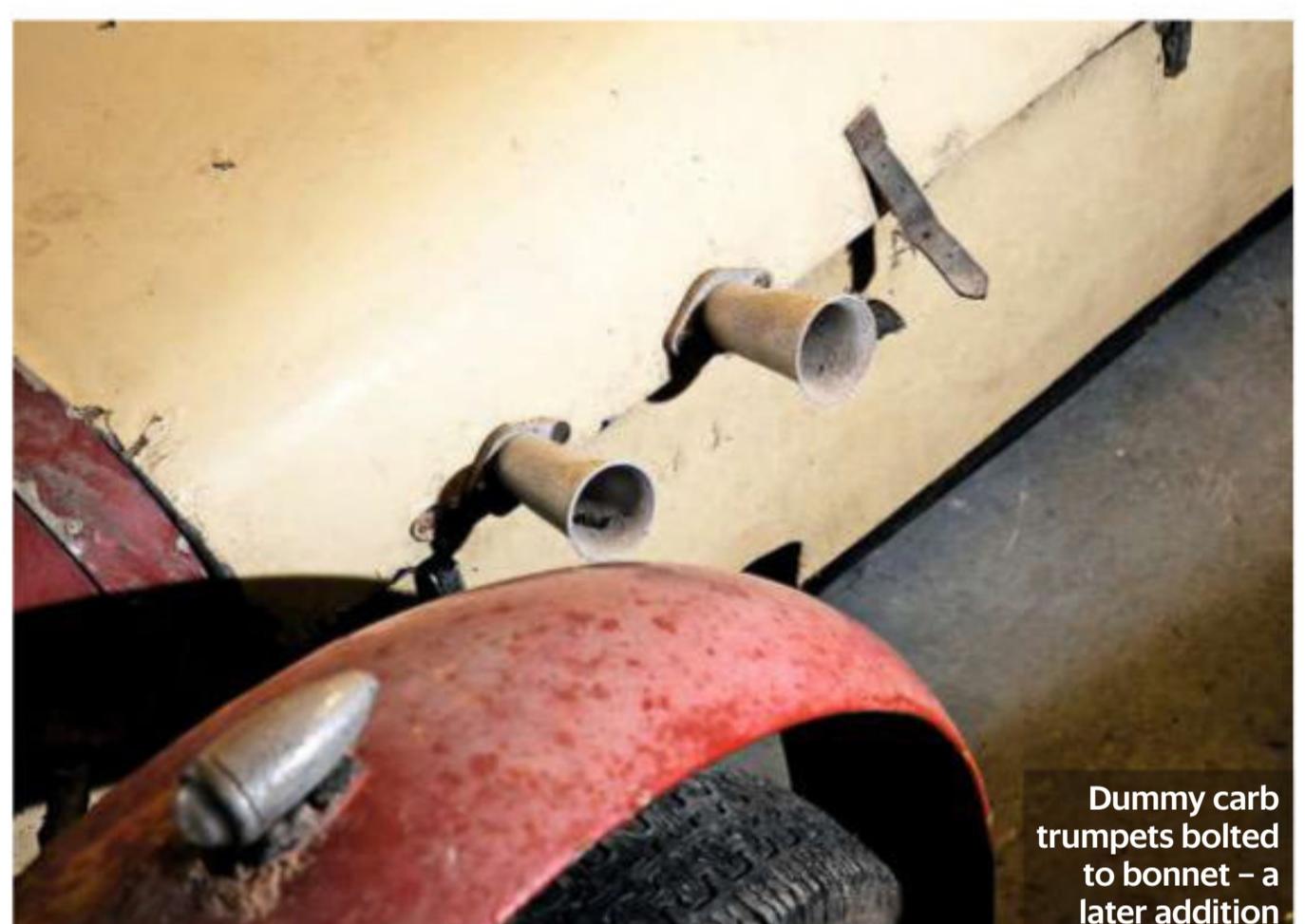
Scruffy but not rotten – chassis and wishbones almost all intact



Wheel's rim may be saveable and a rare speedometer has been found



Plate identifying chassis 403 – on there since construction



Dummy carb trumpets bolted to bonnet – a later addition

This gave Brian the time to finish the Lotus to a very high standard, with an Aquaplane cylinder head on the polished Ford 100E sidevalve and pillar-box red paint applied from a Goblin spray attachment powered by his mother's Hoover. When Brian took the car to the factory to have the hood fitted, its presentation impressed sales manager Peter Warr, who borrowed it to photograph for the sales brochure.

'I was given a spare wheel and a spare wheel bracket in payment,' says Brian. 'I also complained about the sloppy worm-and-nut steering so they said they'd give me the upgrade to a steering rack for nothing and sent me round to Progress Chassis. They built the chassis frames for Lotus - next door, Williams and Pritchard did the panels. Anyway, the chap cut the steering box brackets off and welded on the new ones for the rack by eye!'

Brian was apprenticed to Thornycroft at this time and, together with a fellow apprentice, raced UOW 429 in a few 750MC and BARC events, where their smart Thornycroft overalls led to grumbles about works-supported teams. They were nothing of the sort, of course.

'All we achieved was to scatter a few spectators at Brands Hatch when I shot up the bank at Druids,' says Brian.

He had finished the car with his own mix of features, including larger Sunbeam Talbot valves turned down for him by a friend, and Buckler gears. But the standard early Lotus Seven S1 features - Ford sidevalve 100E block and three-speed gearbox, Nash Metropolitan back axle - remained. Brian went off to do his National Service and enjoyed surprising the gate sentry at Blandford Camp by shooting the Seven right under the barrier, but soon swapped the car for something more practical in the form of a new Mini.

After Brian's ownership, UOW 429 passed through various keepers and may have done a little more competition work.

At some point its engine and gearbox were changed for BMC items and the distinctive droopy nose of the S1 Seven was replaced by a shorter S2 version.

In the early Seventies, the car changed hands again and moved to the Highlands in the care of a gentleman called Ian, who enjoyed using it on the road for a few years. It was eventually put into storage when the tuned 948cc A-series engine failed, the replacement fitting of a 1098cc MG Midget engine never reaching completion.

Here it remained for decades, protected by several bales of straw and an old sofa, until the owner indicated he might be willing to sell it. A mutual acquaintance then put him in touch with Robb Halley, a Lotus enthusiast based near Edinburgh.

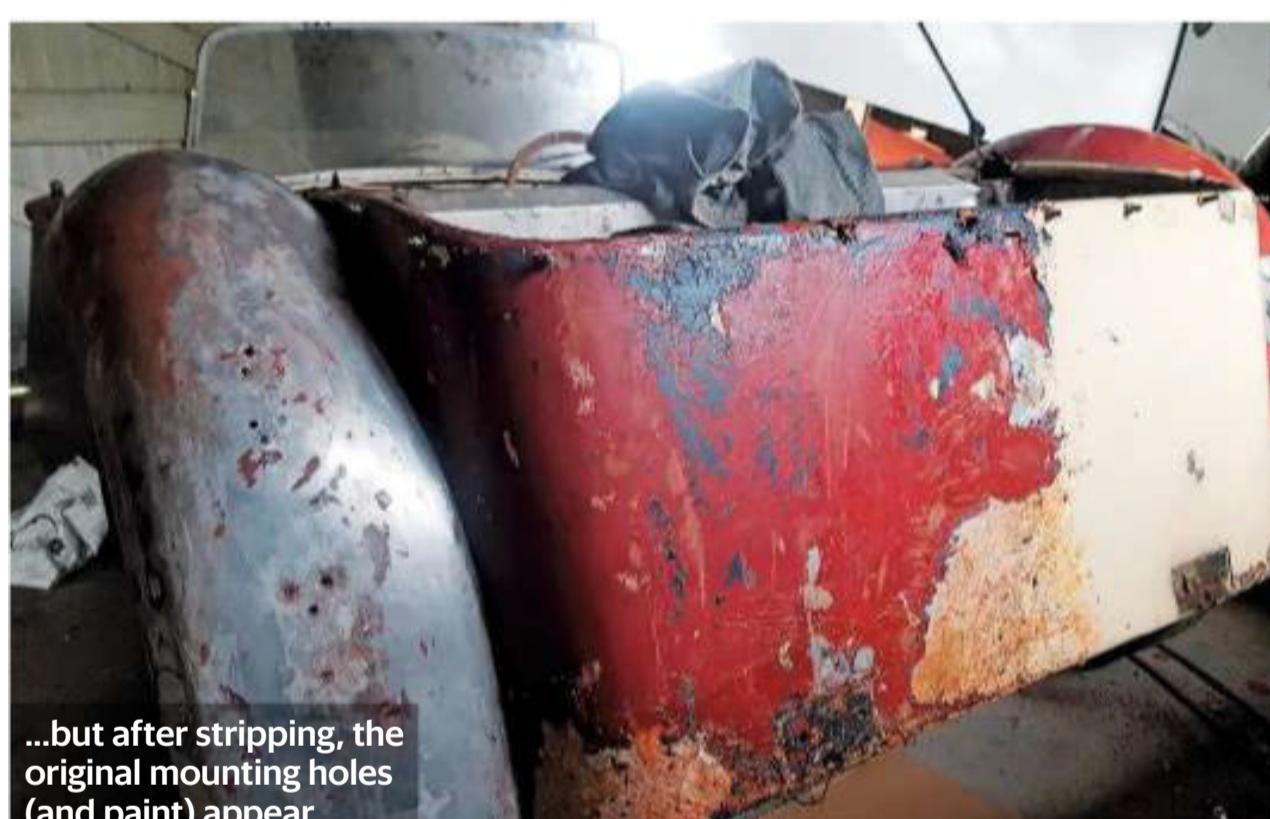
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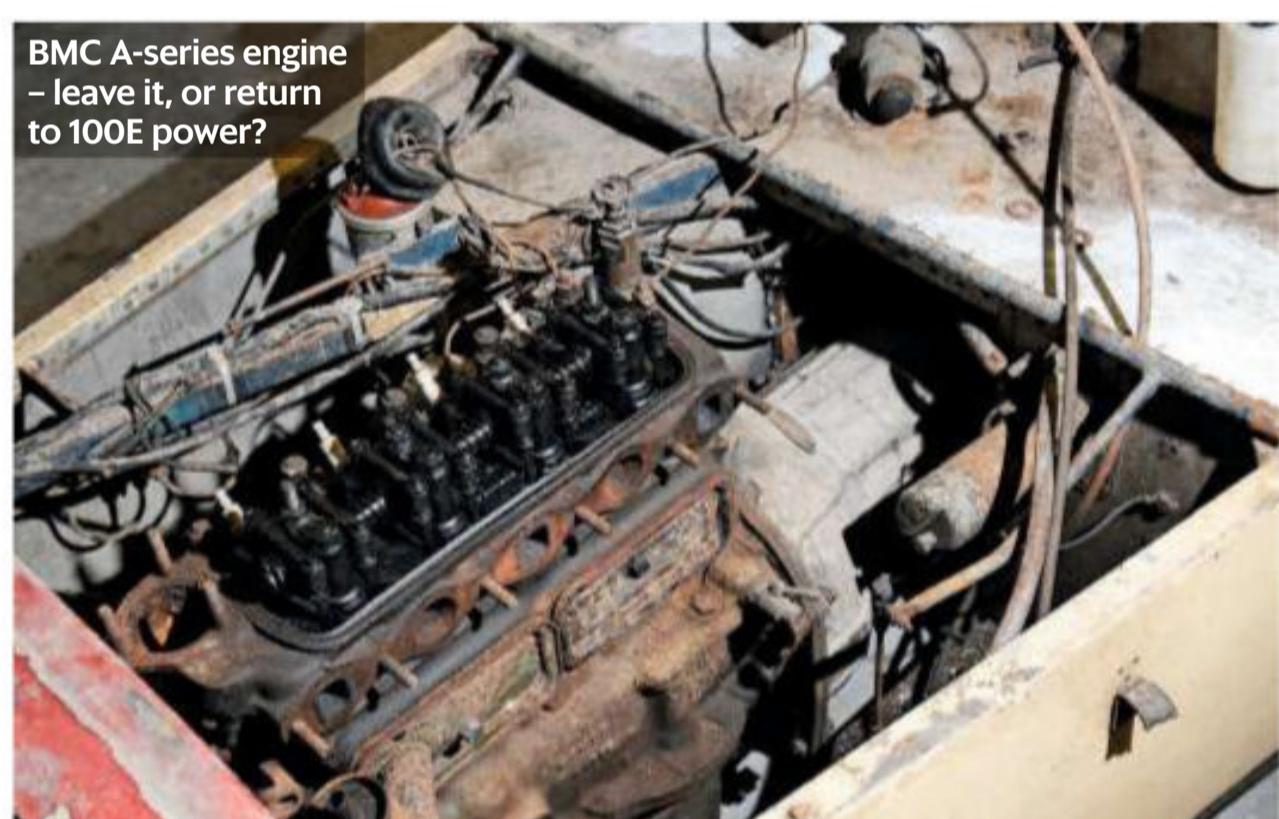




Those brake lights were higher up when car was originally built...



...but after stripping, the original mounting holes (and paint) appear



Robb and a fellow Seven-owning friend, Tom Rae, drove up to the Highlands to move the old furniture out of the way and see the car for themselves.

'The brake lights were in a different place to where they were on the old photographs,' says Robb. 'But when we felt up inside the rear wings we could feel where the original holes had been covered over. That's when it dawned on me - wow, this is the real thing!'

He says a Series 1 Seven has always been his dream car but never really thought he'd get the chance to own one.

'I still can't believe that Ian agreed to sell it to me,' says Robb, 'or that it's such an early and important Seven. I'm still pinching myself.'

When he brought it back home, the exciting archaeology could begin. As the panels came off to reveal the chassis tubes, almost all were found to be intact - testament to the dry storage, but nevertheless remarkable for unprotected steel that's more than 60 years old.

'Once we'd removed the panel behind the seats, we found the tubes still in their original war-surplus paint,' says Robb. 'Although the panels have been resprayed and the engine swapped I don't think it's ever really been apart. The Metropolitan back axle is still there. And I wondered why the steering rack was mounted in a way that might cause a bit of bump steer... but

Brian Luff's story of how it was tacked in place by eye explains that!'

There is still plenty to do. Robb has already found a vanishingly rare S1 speedometer through another S1 owner in Scotland but has yet to acquire the right S1 nose cone, so he may make one. After that, there's the decision about the engine: get it running as it is, or find a 100E and fit an Aquaplane head?

'I haven't decided yet, though it'll be tempting to get it roadworthy with the existing engine once everything else is done,' he says.

Either way, one of the earliest Lotus Sevens left in the world should be back among us before long - keep an eye out in the Goodwood car park in a year or two.

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### 2022 CALENDAR

- |                                         |                                                                                                                                                |           |
|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| March 27-29 <sup>th</sup>               | HEART OF ENGLAND TOUR                                                                                                                          | 3 nights  |
|                                         | Cotswolds to Fens, start and finish near Stratford. One night near Ely.                                                                        |           |
| May 12 <sup>th</sup> – 22 <sup>nd</sup> | SCOTLAND EAST-WEST 500                                                                                                                         | 10 nights |
|                                         | Borders, Duns, Forth Bridge, Ballater, Speyside, return via Crieff and Kelpies to Kendal.                                                      |           |
| July 3-7 <sup>th</sup>                  | WOLDS TO WINDERMERE                                                                                                                            | 5 nights  |
|                                         | Start near Hull, day in Yorkshire Wolds, cross Yorkshire Moors to Cumbria and Lakes.                                                           |           |
| August 7-16 <sup>th</sup>               | DUBLIN TO DONEGAL                                                                                                                              | 9 nights  |
|                                         | Via Galway, Clifden, Joyce Country, Donegal, Wild Atlantic Way, Atlantic Drive and Knockalla. Start and finish at Dublin (Ferry from Holyhead) |           |
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|                                         | North Wales, based near Llandudno, Snowdonia, Lleyn Peninsula, Llangollen. Lake Vrynnwy, Long Mynd, finish 2 nights at Ludlow.                 |           |
| October 23-26 <sup>th</sup>             | CIRCUIT OF CUMBRIA                                                                                                                             | 4 nights  |
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- Ariel Atom reader dream drive
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- life story of a one-family Gilbern GT
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# Leyland Down Under

## LETTER OF THE MONTH

I bought a Rover SD1 2600 manual new in 1981 from a dealer in Auckland, locally assembled in a run of 25 vehicles - we do things in a small way here. Despite the sales literature assuring me that it would comfort me at the end of a stressful day, it was more often than not the cause of said stressful day.

It would generally run for about 300 miles in between faults. These included failure of the alternator, starter motor, clutch thrust bearing, timing belt - yes, valves into pistons - front suspension, some instruments, coolant leaks (the manifold had corroded through) and total brake loss. But the clock always worked and when the car was running well it handled, was quick, economical and comfortable.

After the 74<sup>th</sup> problem, I began to lose patience. The dealer said, 'Not our fault, you must write to the assembler'. The assembler said, 'Not our fault, you must write to Leyland which supplied the CKD kits'. Leyland said, 'Not our fault - you should write to the component suppliers or the selling agent'. Armed with these circular letters, I again approached the agent with the firm promise that when the next fault occurred, I would drive the car through his showroom window having first alerted the local TV station, unless he refunded the purchase price. His response, 'Cash or cheque, sir?'

This is why 99 percent of the vehicles sold in New Zealand are Japanese, Korean or latterly Chinese. That said, my own cars are Triumphs - a Herald and a 2500TC, neither blighted by the British Leyland syndrome.

*John Clark*



## More twists and turns on Turner-Ardun

I am the registrar of the Convair Register and have been aware of the Turner-Ardun (Goodwood's Comeback Kings, October 2021), registration ODH 111, for a while, but not in its current form. The only matching piece of information I have is that it was chassis number 2.

The car was owned by a man from Bristol in the Sixties and sometime in the Seventies a Convair Excel body was fitted. Then it was powered by a Vauxhall Velox straight-six engine; the carburettors and air intakes were too tall for the engine bay, so they protruded through the bonnet. Next it passed to a British owner in Brittany, where it was stripped awaiting rebuild. The front suspension had been changed for Triumph Spitfire parts and a Ford 1.6-litre pre-crossflow engine was standing by.

*Angus Dudley*

## My role in the return of period rubber

I see that Charlie Magee mentioned the non-availability of Michelin X M+S tyres in his Our Cars piece (*Classic Cars* November 2021 issue). These have been available

again for a number of years - mainly as a result of me badgering Michelin to make them again.

*Ben Field, Vintage Tyres*

## Exhaustive detail

The Ferrari 250SWB's extended exhaust tailpipe trims (The Racer That Didn't, November 2021) were branded SNAP (Scarico Negativo Aria Pressione or Exhaust Negative Air Pressure) and were fitted to Ferraris in 1959 and 1960. They were sold in the UK with the sales slogan, 'Ferrari Fit SNAP and So Should You.' The concept was one of reducing back pressure in the exhaust system. Concentric tubes included a lozenge-shaped slit in the outer tube wall where air could enter at high speed, causing a vortex at the tip of the exhaust pipe and supposedly sucking engine gases out. I bought one and fitted it to my Mini - but although it looked great, I don't remember any advantage whatsoever in either performance or fuel consumption. They are still sold at £1500 each (you need four for the restoration), but I guess that this is small beer if you own a 250SWB.

*Roger W Powell*

## Swapping 250 SWB ownership

Just a small correction on the 250SWB Ferrari article written by Ton Roks. He mentions the dark blue car of Moss and Hill at Le Mans now owned by Ross Brawn, when in fact that car is owned by Clive Beecham, the 1961 Rob Walker car. Brawn's car is the 1960 version.

*Alan Collins*

# Classic Cars

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## EDITORIAL ENQUIRIES

**Classic Cars**, Media House, Lynch Wood,  
Peterborough PE2 6EA  
Tel: 01733 468000 Fax: 01733 468379  
Email: [classic.cars@bauermedia.co.uk](mailto:classic.cars@bauermedia.co.uk)

EDITOR **Phil Bell** ASSISTANT EDITOR **Russ Smith**

NEWS EDITOR **Sam Dawson** ART DIRECTOR **Karen Nunn**

DESIGNERS **Rachael Bamforth, Chelsea Nelms**

PRODUCTION EDITOR **Joe Breeze**

HEAD OF PRODUCTION **Rob McCabe**

OFFICE MANAGER **Pam Webster**

Contributors this month Ross Alkureishi, Will Aron, Nigel Boothman, Nathan Chadwick, Richard Dredge, John Fitzpatrick, Neil Fraser, Richard Gunn, Jonathan Jacob, Charlie Magee, Richard Mason, Malcolm McKay, Ivan Ostroff, Laurens Parsons, Andrew Roberts, Jimmy Roq, David Simister, Alex Tapley, Dale Vinter, Quentin Willson, Tom Wood, Emma Woodcock

Cover photography Laurens Parsons

Advertising enquiries **Classic Cars**, Media House, Lynch Wood, Peterborough PE2 6EA. Fax 01733 395045 **Commercial Director** Kelly Mills, 01733 468422, [kelly.mills@bauermedia.co.uk](mailto:kelly.mills@bauermedia.co.uk) **Key Account Directors** Katie Phillips, 01733 468482, [katie.phillips@bauermedia.co.uk](mailto:katie.phillips@bauermedia.co.uk); Alice Sumner-Andrews, 01733 366432, [alice.sumner-andrews@bauermedia.co.uk](mailto:alice.sumner-andrews@bauermedia.co.uk) **Telesales Account Manager** Farah Bell, 01733 366347, [farah.bell@bauermedia.co.uk](mailto:farah.bell@bauermedia.co.uk) **Dealer telesales** Annie Mulrone, 01733 366374, [annie.mulrone@bauermedia.co.uk](mailto:annie.mulrone@bauermedia.co.uk) **Production** Jane Constantine, 01733 468360, [jane.constantine@bauermedia.co.uk](mailto:jane.constantine@bauermedia.co.uk) **Senior Marketing Manager** Sarah Norman, 01733 468845, [sarah.norman@bauermedia.co.uk](mailto:sarah.norman@bauermedia.co.uk) **Digital Marketing Executive** Dan Roberts, 01733 459283, [dan.roberts@bauermedia.co.uk](mailto:dan.roberts@bauermedia.co.uk) **Publisher** Rachael Beesley, 01733 395168, [rachael.beesley@bauermedia.co.uk](mailto:rachael.beesley@bauermedia.co.uk) **Private cars for sale** 01733 979476 **US advertising** Kate Buckley, +845 266 4980, [buckley@buckleypell.com](mailto:buckley@buckleypell.com)

## PUBLISHING MANAGEMENT

Managing Director, Automotive Niall Clarkson Editorial Director June Smith-Sheppard Head of Digital Charlie Calton-Watson Chief Financial Officer, Bauer Magazine Media Lisa Hayden CEO, Bauer Publishing UK Chris Duncan

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# Quentin Willson



Raise an end-of-year glass of something fizzy to classic cars – our hobby has weathered the pandemic storm on an even keel, says Quentin

**A**s we head into 2022, we should glance back over the last two years and realise that our hobby has surprised everybody. An article in a financial broadsheet recently discussed strong property values and said, ‘This year residential property and classic cars have both been reliably safe bets’. Praise indeed – not just to be compared with bricks and mortar, but to have that tremendously significant word ‘reliably’ applied. Our market shouldn’t have weathered the once-in-a-generation financial and social tempest that we’ve just been through. The financial attrition that has reduced some other markets to smoking ruins hasn’t just left the old car market broadly unscathed, it’s left it sweeping along with the reliable regularity of a vintage Rolex Submariner.

Escapism, pent-up demand and a re-ordering of personal priorities have played a part. But the essential dynamics of the market – enough buyers to absorb the numbers of cars being offered by sellers and (most importantly), to support

the average prices being asked – have remained impressively sound. Gen-X buyers are now replacing the falling demand from Boomers and pushing up the prices of Eighties and Nineties moderns.

More classics have been sold in 2021 than in 2020, yet sale rates are up, as are average prices – all healthy indicators of the sector’s strong economic activity. And to illustrate that there’s a younger, perhaps less fussy demographic entering the market, demand and prices of ‘fair’ or ‘average’ cars have risen too. Instead of investing, 25-40-year-old Gen-Ys prefer to drive their classics, scuffs and all. And that’s an important shift. The more our cars are used and seen, the more visible and stronger our hobby becomes.

Sure, there have been falls and minor corrections in some values, but certainly nothing serious. Gloomy pundits have been predicting a crash and I’ve been asked by enthusiasts if now might be the time to sell up, but most indexes in 2021 have stayed in positive territory and those that haven’t have only dipped a few percentage points. What might be worth looking at

carefully in 2022 is that the values of those ‘fair’ cars may start to take on new and interesting possibilities. These days very few classics are original or unrestored and cars that have an ‘average’ description applied can often be older restorations that just need a relatively inexpensive refresh. These are the opportunities that in 2022 may start to look really tempting.

Like the ’74 E-type V12 manual roadster below, sold in October by Tennants Auctions. Looking very smart and in original spec, previously restored with good history, it needed only a mop, polish and service, yet sold for a very reasonable £47,000. Likewise H&H’s ’95 Mercedes E220 Cabriolet. In Malachite Green with new hood, it came with £7600 of bills, yet was knocked down for only £5625. They both offered value in spades. That’s another reason why our market has survived such tempestuous times. Classic cars are now considered good value, have become a recognised asset class and their market has proved solid and predictable. So let’s celebrate that word ‘reliably’ – it’s the equivalent of a market knighthood.

Quentin Willson had a nine-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.



‘Fair’ condition cars like this 1974 E-type V12 are looking like good value right now

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# John Fitzpatrick



A whiff of something suspicious was hanging over some of the teams that I competed against in the American IMSA series through 1979-80

**B**rowsing through Netflix this week, I noticed a series called *Bad Sport*. I clicked on the link and there, to my surprise, was an episode about Randy Lanier, against whom I had raced in the American IMSA series in 1980. I had heard about Randy when I was there, but no-one seemed to know the full story behind how he funded his racing. It was eventually revealed that Randy had a multi-million-dollar operation smuggling marijuana into Florida from the Bahamas.

The other big competitors in the IMSA series were the Whittington brothers - Don, Bill and Dale. I got to know them well, having competed against them in IMSA in 1980, but it was always a mystery how they funded their multi-million dollar team.

Don and Bill were both competent racers and in 1979 had paid the Kremer brothers to run a Porsche 935 K3 in the Le Mans 24 Hours. The original deal was for

them to pay \$100,000 to drive with Klaus Ludwig, Kremer's pilot. They weren't happy when Kremer told them that Klaus would practice first and start the race first. Because they were only renting the car, they had no say in this - but they were given the option of buying the car, in which case it would then be their decision. They agreed and produced the asking price - \$250,000 - in cash from their bags. The Kremers were taken aback, but a deal was done and they started the race.

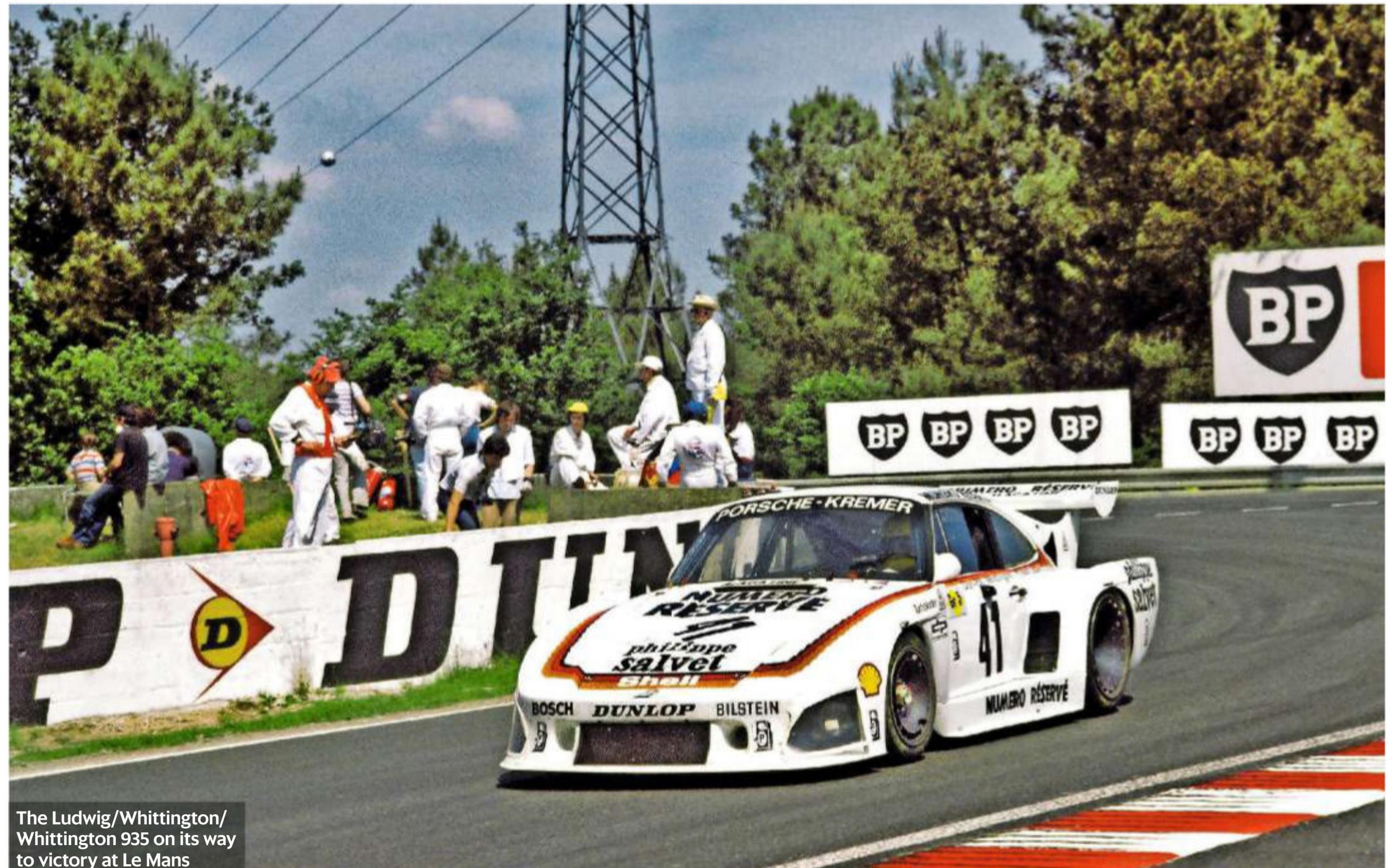
They did very well - even after problems on the Mulsanne Straight during the night, they won. Second place was taken by the Dick Barbour 935 with Paul Newman, and Dick and Rolf Stommolen. In fact, during the night when the Whittingtons were in second place, Bill was heard to say that he was not going to take second place to a film star and proceeded to set fastest lap after fastest lap until they were in the lead.

Afterwards they shipped the car back to the USA and raced it in IMSA for a while.

In those days IMSA was an interesting series with a lot of very good cars and drivers, some mysteriously funded. In fact the series became known among insiders as the 'International Marijuana Smugglers Association'. I remember the first time I raced at Road Atlanta in 1980, Don and Bill were entered in two brand-new Kremer K3 935s. The cars were rolled out of their giant transporter and were ready to go in practice... with no sign of Don or Bill. I was standing looking down on the track from the paddock, which was on a small hill above. Suddenly there was a rushing noise and two Lear Jets came swooping along the pit straight, at about our eye level and someone said, 'Don and Bill have arrived.'

The Whittingtons went on to drive at Indy, without success, but had the claim to fame of being the only three brothers that had competed there in the same year. The authorities eventually caught up with Bill and he was sentenced to 15 years in prison. Sadly, he recently died in a private plane crash. There were no details about what was in the plane when it crashed...

John Fitzpatrick began his racing career in the British Saloon Car Championship, winning it in 1966. He was European GT Champion in 1972 and 1974, and became a team owner in 1981.



The Ludwig/Whittington/Whittington 935 on its way to victory at Le Mans



# 60 years *Spitfire*

Conceived as a Frogeye Sprite rival, the car once codenamed 'The Bomb' helped to define the low-cost British roadster – and put some swing into the Sixties.

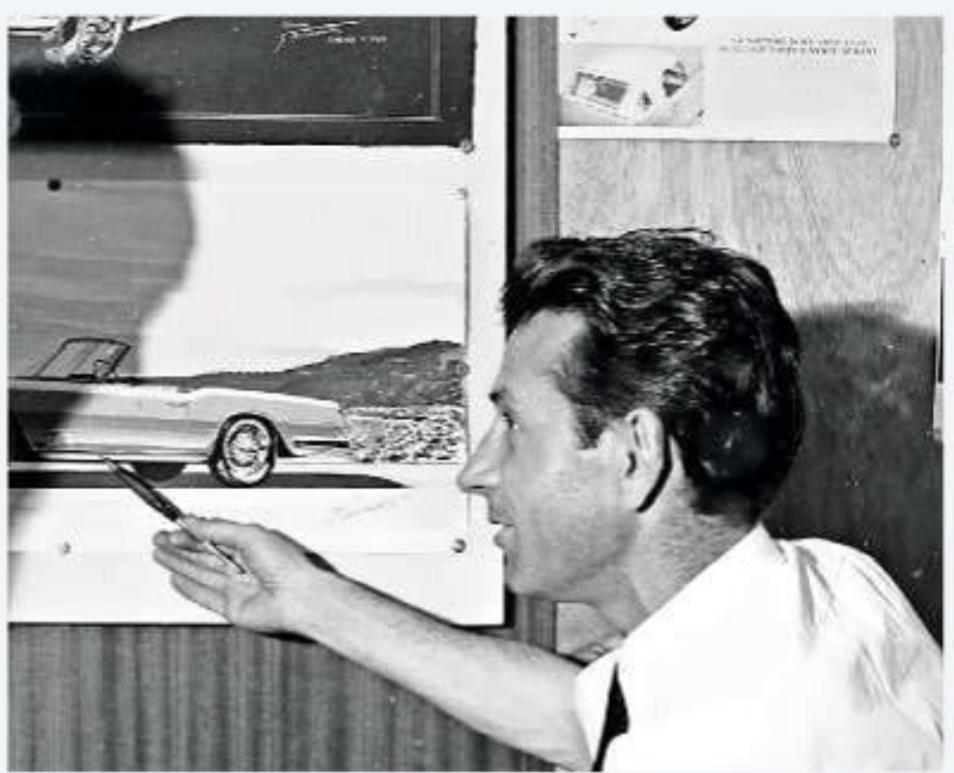
The Triumph Spitfire started out in competition with the Austin-Healey Sprite and its descendent, the MG Midget, yet soon became a stablemate. For British Leyland, internecine rivalry was a fact of life and luckily for the Spitfire, it had a decent market share and a foothold in America - no-one dared kill it off.

It offered just a little more than the MkII Sprite and Midget; not least a far more exciting name. Basic as it seems now, having wind-up windows made

the Spitfire a more civilised, user-friendly option than the Midget, while Michelotti's styling offered sex appeal where the MkII Sprite and MkI Midget seemed dull compared with the cute 'Frogeye' they replaced. Straightforward mechanicals were furnished with steady increases in capacity and power, while a dash of motor sport success and continuous youth-focused marketing made the Spitfire a sales hit across all markets.

In this sixtieth-anniversary year, join us for a giddy trip through the Spitfire's eighteen years in production.

Photo: Jimmy Roq



## ◀ September 1957

**Giovanni Michelotti styles a small roadster, not because Triumph asked for one but because 'you couldn't stop him', according to Triumph bosses. It becomes Project Bomb but is shelved before being rediscovered after Leyland merged with Standard-Triumph late in 1960.**

## January 1964

The little Spitfire grows longer legs when an overdrive option arrives, and long journeys on Britain's new motorway network suddenly seem a lot more relaxing.



## ◀ September 1964

Spitfires are the choice of the Beat generation, and they appear in the bizarre Sixties musical movie fable Gonks Go Beat, with members of the Graham Bond Organisation playing their instruments in various roadsters while racing along a runway.



**March 1965**  
You have to be alert to spot the differences when the Mark II Spitfire is announced. Beyond badging, carpets instead of rubber floor mats and a slightly different grille, the changes are under the skin – and even then only amount to an extra 4bhp.



## October 1962

▲ The new Spitfire 4 is launched at the Earls Court Motor Show. Based on a shortened Herald chassis, Triumph's new roadster is hardly modified from Michelotti's proposal. The '4', for four-cylinder, prefaces the expectation that a '6' will follow it... but when it does, in 1966, it isn't called a Spitfire at all.

## ◀ June 1964

The first of two attempts at Le Mans, with Triumph entering four works Spitfires wearing glassfibre fastbacks (see p54) moulded from a new GT-style prototype. Only one finishes, but they return with improvements in 1965 and finish in 13<sup>th</sup> and 14<sup>th</sup> place overall, which was a class win for Jean-Jacques Thuner and Simo Lampinen. The same car, ADU 4B, grabbed a second-in-class at Sebring too, driven by Americans Duane Feuerhelm and Ed Barker.



### Triumph Spitfire Mk 2 is made for swingers. Dig?

Sure you do. Any swinger digs the new Triumph Spitfire Mk2.  
After all, she's longer, lower, wider, faster than anything in her peerage.  
(The original Spitfire – 6 Sports Car Club of America Champion – was just as popular with the swingers, too. The many readers of Car and

Driver magazine voted her "Best GT-sports car for less than \$2500".)  
And check the cockpit! New deep-seated, body-contoured bucket seats. Vinyl-lined, fully carpeted interior. Padded dash with handy twin storage compartments.  
Of course, she still offers amazin-

g rock-and-roll steering. Tight 25-foot turning circle. Dependable disc brakes. Bump-smoothing four-wheel independent suspension. And a choice of a song all-weather convertible top or the removable steel hardtop (optional extra). Illustrated below.  
The price? \$11,995\*. Everybody dig that.



**Triumph Spitfire Mk 2**

## April 1965

▲ Time and again, US advertising materials use words like 'swinger' and 'swinging' for the Spitfire, just in case you were in doubt about the hip target market, daddy-o.



# ◀ April 1965

This is Valerie Pirie (left), Stirling Moss's secretary, with Susan Reeves at the Tulip Rally, in a sister car to the works Le Mans Spitfires. These rallying Spits (two others are built for Bill Bradley and Simo Lampinen) take on the Monte Carlo, Tour de France, Paris 1000km and Geneva rallies, doing best of all on the Alpine rally in 1965 when they pip Porsche 904s to a class win.

# November 1965 ►

**A very special one-off Spitfire factory racer is entered by Triumph's Hong Kong importer in the Grand Prix of Macau. Soon after, it moves to the United States and is bought by Kas Kastner, who re-engines it with a 2.0-litre six and begins a lengthy competition career.**



Photo: KasKastner.com

**July 1966**

▼ Triumph has been experimenting with a fastback Spitfire since 1964. But 1147cc isn't enough to give the heavier new body the performance needed and the plan is shelved... until competition success inspires a revised look, and the use of the Vitesse 2.0-litre straight six. The new car is simply the Triumph GT6.



#### Triumph's incredible new GT6

# March 1967

**The biggest visual change for the Spitfire MkIII is the raised front bumper, while the over-riders are gone from the back bumper and the new dash is wood veneer. An extra 150cc from a bored-out engine makes this the quickest Spitfire yet. And when you're that close to the ground, 0-60mph in 13.4sec and 95mph does seem quick. But would it impress your passenger?**

# November 1970

The Spitfire MkIV makes its debut. It's the biggest change yet, bringing in revised styling and a stronger family resemblance. A taller rear axle ratio makes it a more relaxed cruiser, though with extra weight and no more power it feels sluggish. Most importantly to press-on drivers, the swing-axle rear suspension has been revised, removing the car's tendency to tuck in the inside rear wheel under hard cornering.



# February 1968

George Turnbull, Standard-Triumph's general manager, drives the 100,000<sup>th</sup> Spitfire off the Canley production line. Of these, only 25,000 were sold in the UK – export is still vital. The final total reached 315,000.

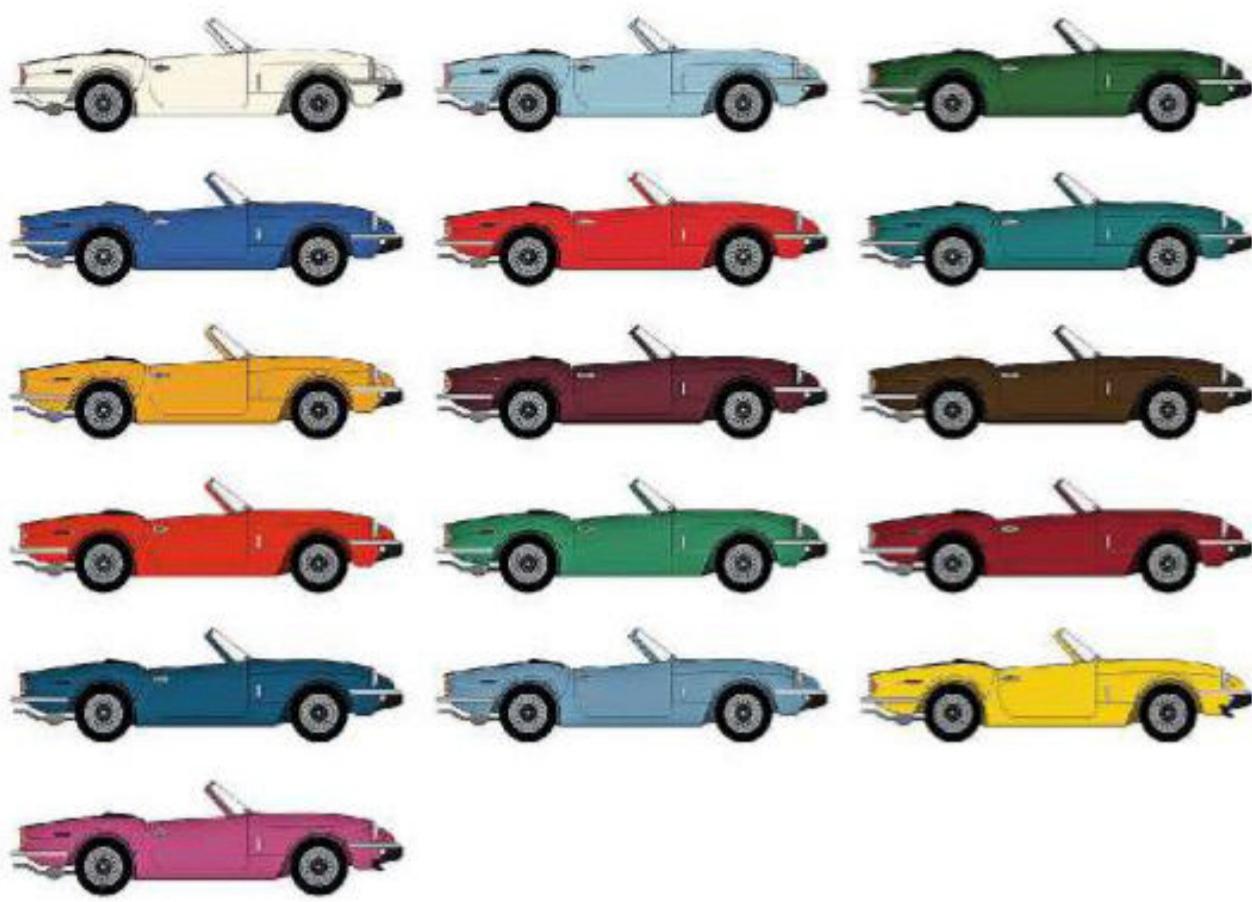


Photo: Akela NDE

## April 1973 ▶

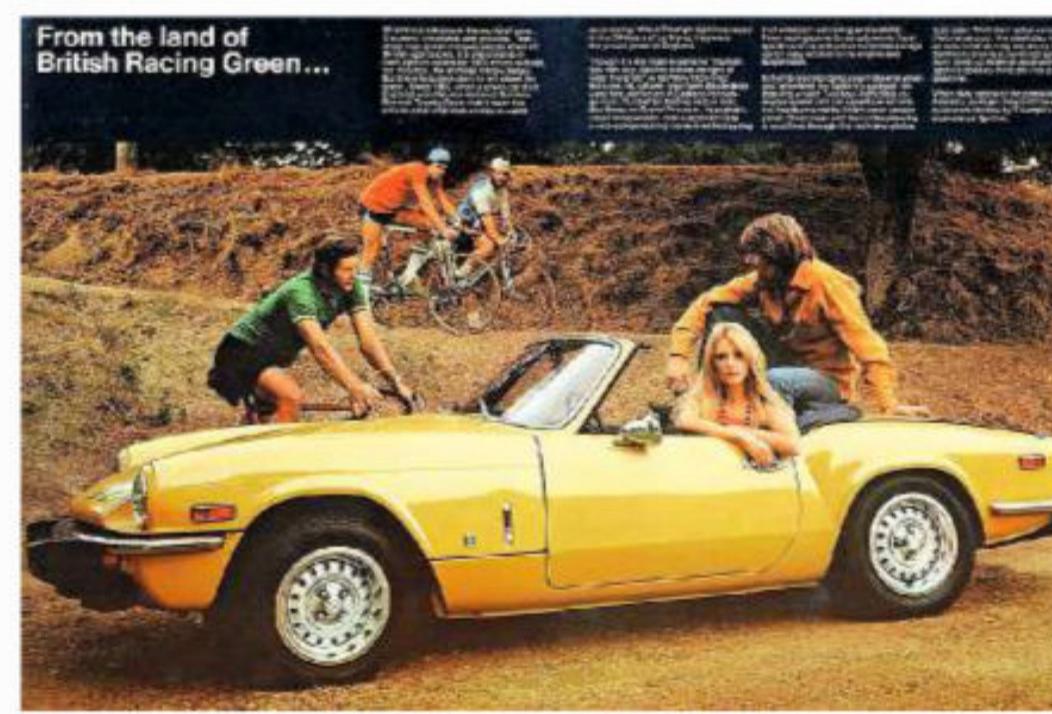
A Car and Driver road test manages to extract 0.87 lateral G in a handling test, confirming that the Spitfire MkIV's rear suspension hangs on a lot better than the first swing-axle design. It provides handy advertising copy in the USA, too.



Triumph Spitfire

## December 1974 ▶

The new Spitfire 1500 is officially launched, though it's been out in the USA for a year already. The engine is a stroked version of the earlier Spitfire four-cylinder unit and gains an unwelcome reputation for roughness and crankshaft failure. Nonetheless, the extra power and torque allow the 1500 to become the first production Spitfire to touch 100mph (albeit not in US-spec).

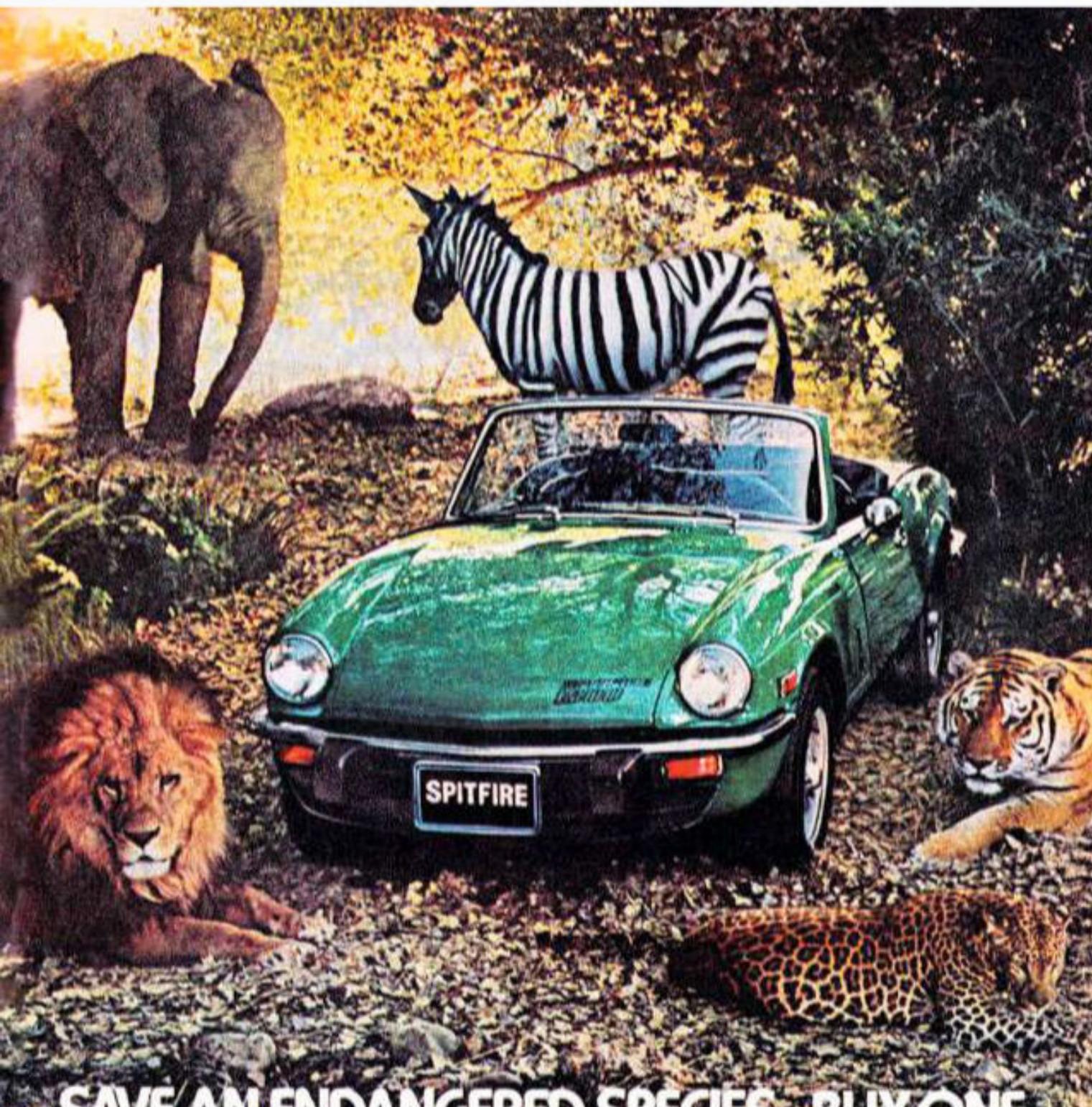


## ◀ February 1971

Here's the Triumph Spitfire MkIV colour chart. Dig those Seventies shades, baby! Two yellows, two purples, three greens, four blues and a brown... try finding that palette on a new car in 2022.

## March 1973

The British Leyland/Quaker State Spitfire 1500 begins a season of SCCA racing that will bring the class FP Championship. Spitfires compete in Sports Car Club of America events throughout their production run, winning several titles.



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**TRIUMPH** BRITISH  
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## ◀ February 1977

The marketing people were trying to tell you convertibles would become extinct. This was because of long-standing concerns in America over a federal ban of proper rag-tops on safety grounds. Triumph chooses this moment to update the Spitfire with long-overdue electric windscreen washers and hazard lights.

## August 1980

End of the line. The last Spitfire, painted Inca Yellow, is not sold to the public and now resides at the British Motor Museum.



## July 2010

▲ The Spitfire achieved classic status before it left production. One example of the model's world-wide popularity from recent times: a 1973 MkIV with a hard-top appears on a postage stamp in Somalia.

**60**  
years  
**Triumph**  
**Spitfire**



# Forever young

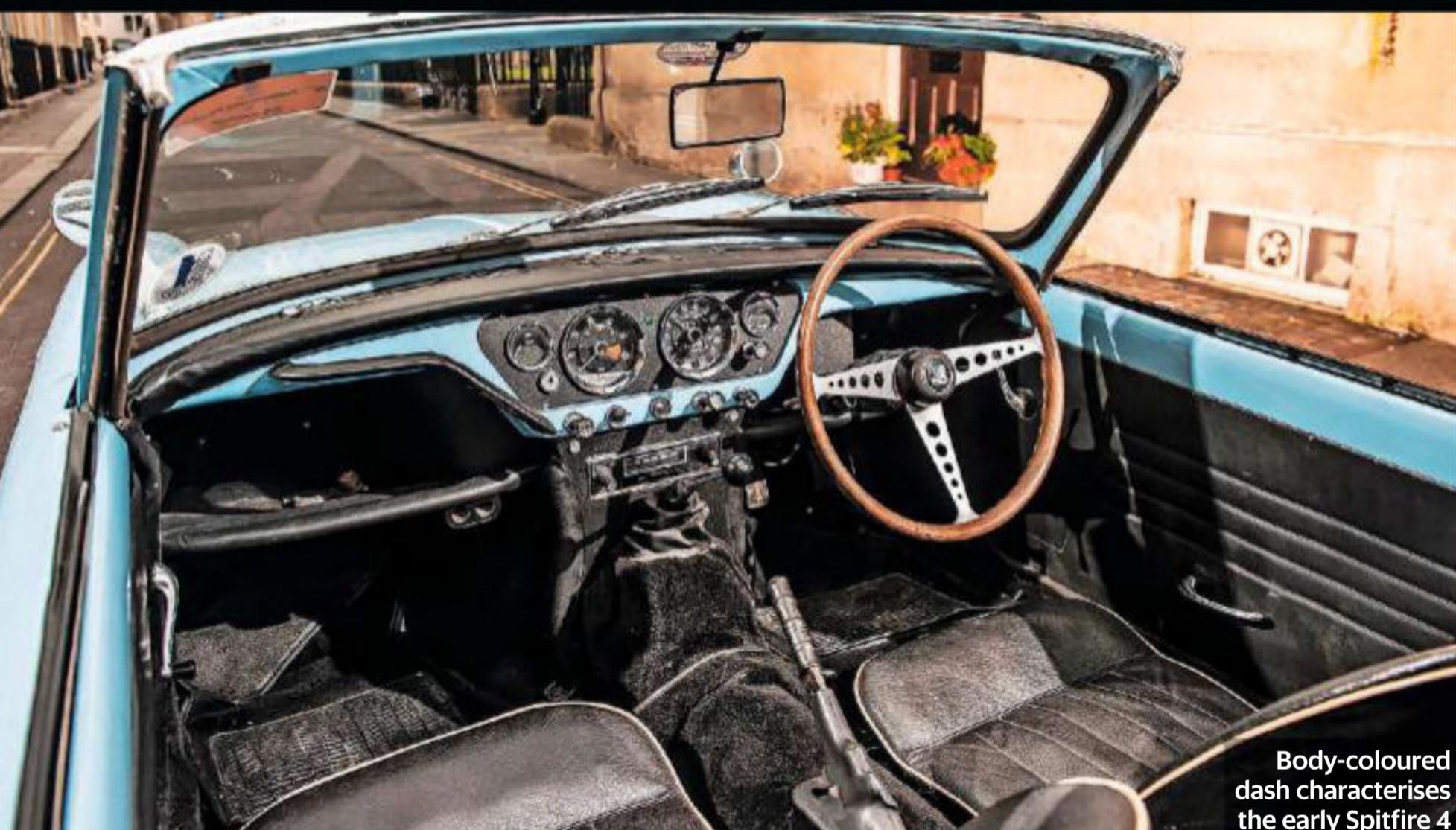
The Triumph Spitfire put Le Mans glamour into the hands of the mass market, at home and abroad. We drive one of the earliest survivors and explore the impact it made in the Sixties – and continues to make today

Words SAM DAWSON Photography LAURENS PARSONS





Herald-based it may be, but this car drives like a sports car should



Body-coloured dash characterises the early Spitfire 4



**P**erhaps the best way to realise the impact the Triumph Spitfire made on British roads is to picture it not as a classic at a village-green car show, but in the wobbling rear-view mirror of a Hillman Minx scudding out of Edgware up the old A1 one misty morning in the late Sixties.

The driver's first glance reveals a pair of inset headlights and a gaping egg-crate grille, like one of Spitfire stylist Giovanni Michelotti's Vignale Ferraris. As it pulls out into the fast lane and draws alongside, your eye catches the shapely haunches emulating a Jaguar E-type's. The last impressions left as its exhaust snarls into the distance are a pair of tiny, dainty taillights perched atop a pair of restrained fins, a rear aspect not unlike a California Spider's.

Behind the wheel, potentially, would be the actress Alexandra Bastedo en route to another day of filming supernatural espionage drama series *The Champions* at Elstree. With her salary, Bastedo could have easily afforded an E-type, but the Spitfire suited her London lifestyle better whilst ostensibly doing everything the E-type could do, high performance excepted. The E-type couldn't turn practically in its own length in and out of tight parking spaces, nor could it get easily in excess of 30 miles per gallon.

Also, unlike the E-type, the Spitfire would have given the Minx-driver food for thought. The Hillman cost £636 and competed

with other unremarkable runabouts like the Volkswagen Beetle and Renault R8. But the cost of entry to the Spitfire's glamorous world came at £640 - just £6 more than the Herald 12/50 on which it was based. And no-one would really have considered the Herald a particularly unrealistic buy. If you never used your saloon's rear seats, a nippy, frugal Spitfire would almost seem sensible.

As I gun this early Spitfire 4 through the twilight streets of Bath, I find myself weighing up these facts as I note the adoring reaction the car gets from passers-by. In isolation, away from rows of other Spitfires at shows and rallies blending it into classic-car ubiquity, it's a jewel of a car. A genuinely beautiful example of clever packaging and masterful styling combining in something that the average motorist could easily contemplate owning, then and now.

Other small sports cars with saloon-car bases tended to either be stumpy things in the MG Midget mould, or overbodied like a Jowett Jupiter. By extending the driver's legroom deep beneath the scuttle, Michelotti was able to give the Spitfire long-bonneted, short-tailed proportions without resulting in a cramped cabin, wasted engine-bay space or an oddly-placed windscreen.

Admittedly, the pedals are close together and I find myself using my toes to operate them, and even though this period-optional woodrim wheel is smaller in diameter than the standard saloon-derived plastic item, there still isn't much kneeroom. However, it's still a much more comfortable, easily-accessed car than a Midget - or, for that matter, a Jaguar E-type.



Early panel fit was never great, but the body carried its Michelotti lines well

## 'Even though the engine displaces a meagre 1147cc, its twin-carbed bark still manages to sound potent'

And yet as I negotiate Bath's Georgian crescents, it's the E-type that the Spitfire brings to mind most strongly. The wheel-in-the-chest steering position. The precisely-snicked gearchange up on its little plinth by the dashboard. The view down the long, humped bonnet. Even though the engine displaces a meagre 1147cc, its twin-carburetted bark still manages to sound potent, especially as it crackles off Bath's limestone edifices at urban speeds. Its rack-and-pinion steering feels urgent too, the nose diving through traffic gaps with a nudge of the wheel, no twirling necessary.

What's all the more impressive, given the way the Spitfire makes you feel, is how humble it is underneath. The dramatic deviation from the Herald was made possible by the base car's old-fashioned separate chassis at a time when the industry was embracing monocoques. Michelotti enjoyed stylistic freedom without having to work around too many structural hardpoints.

The press loved it too, at first. *Autosport*'s John Bolster called it 'exciting', praising its standard-fit front disc brakes and

independent rear suspension. The earliest print adverts for the Spitfire make reference to its detachable windscreen, hinting at readiness for club motor sport, and even *Motor Sport*'s Bill Boddy - a notoriously hard man to please, who infamously maintained an ongoing public spat with Triumph's management - was impressed by the Spitfire, comparing it to the race-ready

voiturettes of the Twenties, such as Amilcars and Wolseley Hornets.

As I park the Triumph up behind Bath's Theatre Royal, I'm approached by a glamorous-looking American couple who immediately begin reminiscing about driving one across Europe in the late Sixties. The spark in their eyes as they see the car, and their relaxed Californian accents, suddenly place the Spitfire in an entirely different context to these quintessentially British city streets - the US, Triumph's number one export market.

Read *Road & Track*'s 1964 test of the new Spitfire and you find yourself in a very different world, one hinted at by Dustin Hoffman's Alfa Duetto in *The Graduate*. Muscle cars were hugely expensive to run on account of their sky-high insurance premiums and in reality were owned by the sort of person who'd buy a BMW M3 or Nissan GTR nowadays. Teenage American petrolheads were more likely to drive small European sports cars. Sports Car Club of America airbase sprints were popular at the time, but it was here where the Spitfire started to come unstuck - literally.



There's an alarming photo in an early *Road & Track* Spitfire test where the car is barreling into a tight left-hander, its rear suspension unloaded, nose diving, and the rear swing-axles pointing downwards, the wheels at almost 45-degree angles to the road. It was something picked up on by other more track-orientated road testers

too. *Car & Driver* called it a 'Walter Mitty D-type'. *Small Car*'s editor Doug Blain put one through its paces alongside its closest nemesis - the £612 Austin-Healey Sprite - and handed the win to BMC's baby. The Sprite, he noted, could out-corner a well-driven Mini Cooper, whereas attempting the same heroics in the Spitfire could 'get you into trouble', resulting in snap oversteer.

The world soon forgot about the Spitfire's wheel-dangling antics. In the US, the abundant speed-shops came to the rescue almost immediately, with EMPI Racing offering a \$25 camber-compensator derived from its work countering the shortcomings of Beetle swing-axles. American-owned Spitfires increasingly sat low and racy-looking at the rear.

Back in the UK meanwhile, Spitfires continued to sell predominantly trading on image. In his very first interview in 1964, when the young Rod Stewart was asked what he hoped his newfound fame would bring him, he said 'a Triumph Spitfire' - he was driving a second-hand Morris Minor Traveller at the time.

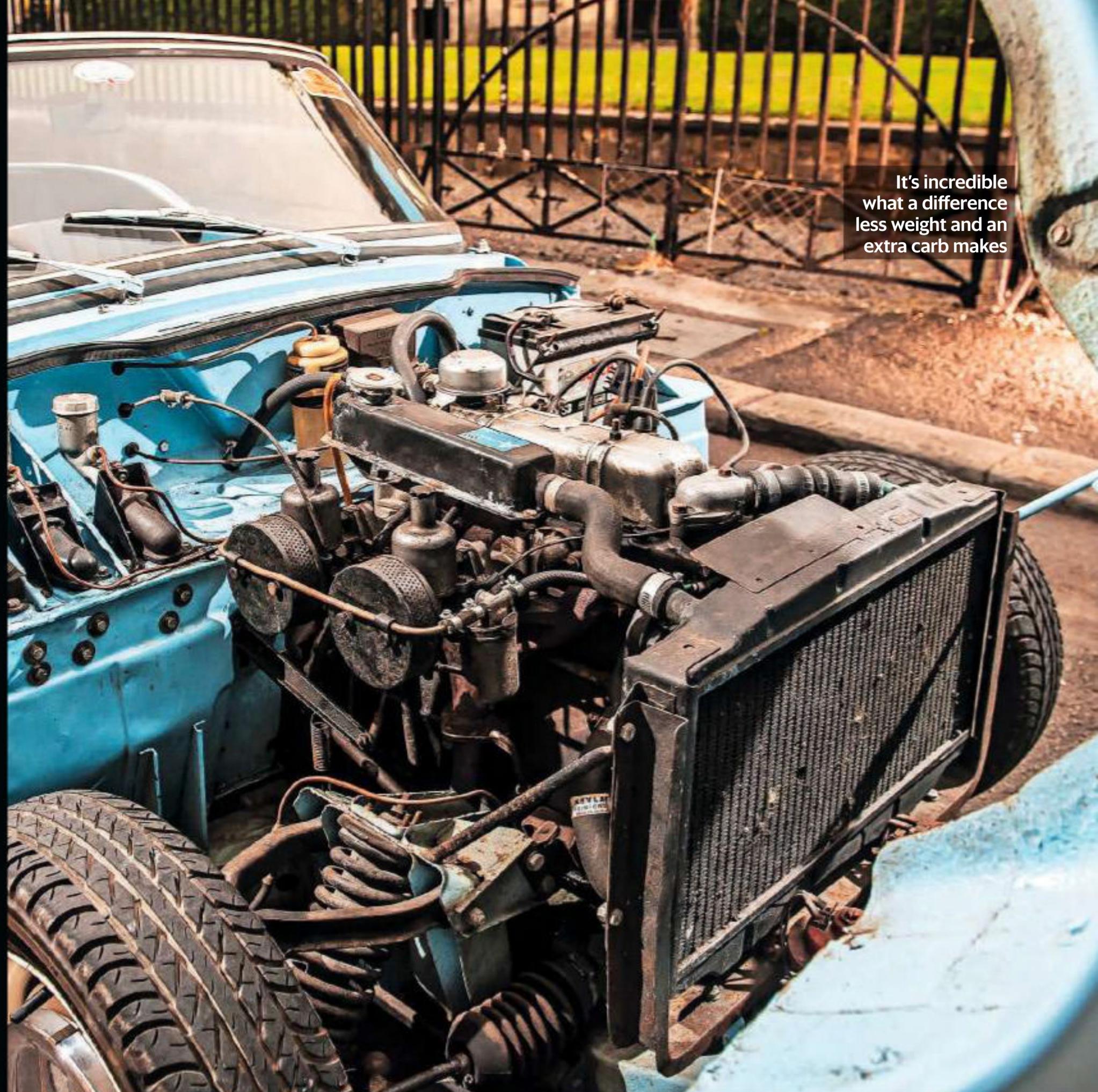
## 'CAR didn't even bother testing the Spitfire 1500. But something else was stirring in the early Eighties.'

But as I pull away into the gathering gloom of Queen Square, I think about how differently those Americans perhaps saw the Spitfire, as a thoroughbred sports car in a country that didn't really see workaday Heralds. A class 2-3 at Sebring in 1964 kick-started a new era of serious competition for the Spitfire in the US. Taking advantage of its low displacement, the aerodynamic advantages made possible by removing its windscreen and strong factory support, American privateers made the Spitfire a winner in SCCA production-class racing, led by Bob Tullius's Group 44 team.

Even after Canley's own Competitions Department had given up on the Le Mans cars, Triumph's American marketing effort focused on the car's continuing success on track. Once Standard-Triumph had been absorbed into the British Leyland concern, the Herald was discontinued and the Spitfire was increasingly seen as a bit past-it in the UK even though its notorious rear suspension had its flaws corrected in the 1970 MkIV. But Triumph could quite accurately sell its American-market Spitfires as serial SCCA



Rear aspect mimics Michelotti Ferraris and Maseratis



It's incredible what a difference less weight and an extra carb makes

### 1962 Triumph Spitfire 4

**Engine** 1147cc in-line four-cylinder, ohv, two SU HS2 carburettors **Power and torque** 63bhp @ 5750rpm; 67lb ft @ 3500rpm  
**Transmission** Four-speed manual, rear-wheel drive **Steering** Rack-and-pinion **Suspension** Front: independent, MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: independent, swing-axles, radius arms, transverse leaf spring, telescopic dampers **Brakes** Discs front, drums rear **Weight** 711kg **Performance** 0-60mph: 17.3sec; Top speed: 92mph **Fuel consumption** 33mpg **Cost new** £640 **Classic Cars Price Guide** £6250-£19,000

class-winners. A 1975 advert draws attention to the Spitfire's '50/50 weight distribution', and compares its trailing radius-arm suspension to that of a Formula One car's.

The Seventies were an odd time for the Spitfire in the UK. While it continued to win races in the US - largely unknown to British buyers - the then-12-year-old car looked set to be replaced by a new variant of the forthcoming TR7 by 1974. However, surprisingly, in 1975 we got the 1500 instead. This Dolomite-engined Spitfire made good on the TR7's promise within the familiar bodyshell. Smoother and quieter, more economical, with 0-60mph in 11 seconds and a top speed of 103, it was a Spitfire for a more comfort-orientated age - and still it won races in America.

I pull up on Milsom Street, in the heart of Bath's shopping district, lined with high-end fashion boutiques and eateries. Shop fronts here aim for a Sixties look today, but I just know that by the late Seventies, these big windows echoed the sound of VW Golf GTI tailgates being slammed over newly filled tote bags.

Public opinion seemed to be turning against roadsters in the wake of the 1973 oil crisis. 'Sports Cars: What Hope Now?' despaired the cover of CAR's April 1974 issue, with LJK Setright figuring that the Fiat X1/9 represented the only future the breed had, if any. The Golf surprised VW with its popularity but also presented a great money-saving opportunity - hot hatches meant shopping cars could go racing and rallying. The likes of Setright started to question the very point of a sports car if it was rendered

both uncompetitive on track and stage, and impractical on the road by a fuel-injected hatchback. The only role a roofless car had left, so it seemed, was as a design statement, something to pose in. CAR didn't even bother testing the Spitfire 1500. By the time production ended in 1980, the £4064 swan-song 1500 looked irrelevant alongside the rally-winning £4716 Ford Escort RS2000.

But something else was stirring in the early Eighties, something I'm reminded of as young Bath University students file past the

### Restoring an early Triumph Spitfire



'We bought it 15 years ago - at the time we hoped we could just run it as a cheap tatty runaround,' says Guy Singleton of the early Triumph Spitfire 4 he co-owns with his wife Suzie, Spitfire Registrar for the Triumph Sports Six Club. 'However, as I looked into it a bit more, I realised the body was completely rotten - it would need a total restoration. It returned to the road 10 years ago.'

'I suppose you could say I cheated with the restoration, in that the body was so rotten that I ended up acquiring a better tub and retro-fitting the parts to it from this one. The nature of Spitfires makes this easy, although we had to be careful to retro-fit certain rare parts rather than buying replacements. The length of the chrome strips on the rear wings changed early on in production, for example, and originals are hard to come by. But I've had Triumphs all my life, and Suzie had a MkIII Spitfire - it's how we met in the first place.'



Racing glamour on a saloon budget – the Spitfire also inspired the MX-5

parked Spitfire at the end of the day's lectures, each slowing down to take in its lost-world details. In 1981 a new magazine, our sister title *Practical Classics*, first went to press, dedicated to the preservation and enjoyment of cheaper older cars.

Despite *Classic Cars'* 1973 launch reflecting the emergence of a preservation movement for postwar cars, the Spitfire had been ignored, largely because it was still in production even as early 4s passed into classic age. But *PC* decided to champion it. In 1981, according to its price guide, Spitfire 4s were selling for £150-£750 and the best MkIVs only made £1k. By contrast, after a few years in the doldrums, early Jaguar E-types, 20 years old, could be had in decent condition for £5k, the price of a new Ford Escort XR3.

Typical of those early restorers, in 1981, a young Californian by the name of Nicholas Coppola bought a tired old yellow Spitfire to refurbish. He changed his surname to Cage and he ditched the unreliable Spitfire as his acting career took off, but he was typical of the new breed of Spitfire owner in the early Eighties – young, creative, resourceful, and defiantly leftfield. He's since tracked his old car down and bought it back. *PC* published a restoration book guiding buyers through the rejuvenation process of the Meccano-like Spitfire, and the car quickly became the ideal starter classic. And young restorers weren't the only ones to take notice.

'In 1982, a Mazda engineer threw his boss the keys to his Spitfire. Two years later the MX-5 project began'

In 1982, Mazda chief engineer Kenichi Yamamoto needed to attend a meeting in Tokyo. Experimental department engineer Hirotaka Tachibana suggested he'd enjoy the drive from Hiroshima if he went via the mountain passes of Hakone, and threw him the keys to his Spitfire. It was a ploy on Tachibana's part to convince him to entertain the idea of a sub-RX-7 sports car. Two years later, as Mazda President, Yamamoto initiated the MX-5 project. It's now the best-seller in a revitalised global sports car market.

But the Spitfire continues to fulfil its promise of affordable fun too. Although early 4s like this one fetch large sums, a 1500 can be had for £5000 or less, especially if you're prepared to restore it. And just as in the early Eighties, plenty of people are. On average over the past decade, some 200 Spitfire 1500s have been returned to the road every year. To put that into context, more Spitfires were re-registered each year for the past five years than Subaru sold Levorgs in Britain. The Spitfire is still doing the job it did back in 1962 for new generations of motorists.

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# Second time **LUCKY**

This pair of Triumph Spitfires – unseen for decades – battled French and Italian exotics to a 1965 Le Mans class victory. We tell their nailbiting, giant-killing story

Words SAM DAWSON Photography ALEX TAPLEY





# B

ehind a creaking workshop door in a remote part of Warwickshire lurk Britain's answers to the Alpine A110 M64 and Alfa Romeo Giulia TZ1. Lightweight, thoroughbred racing cars using low-drag aerodynamics to wring supercar performance from small-displacement engines, their specifications bristle with high-tech parts. But they're not from Lotus or Marcos. This pair of survivors from Triumph's 1964-65 works racing programme are still Spitfires at heart. They were directly related to a road car that cost little more than a third of such on-track rivals as the Lotus Elite.

And yet, unlike their rivals, they aren't the toast of concours and historic racing events. The car that delivered thoroughbred racing glory to the Spitfire's name in motor sport's greatest amphitheatre sits unrestored and unseen.

The other, an amalgamation of cars from a deeply attritional race programme, is mid-restoration and may see the light of day again soon. But for now, they remain entombed, surrounded by Triumph race, rally and preproduction prototypes hiding under dust sheets like statues in a deserted mansion. So why, having achieved success, did they fail to sire the kind of sporting dynasty their rivals did? And why did they drop so spectacularly off the classic world's radar?

The story of these Le Mans Triumphs begins before Spitfire production even started. In December 1961, Triumph boss Harry Webster decided to re-instate works motor sport and appointed Graham Robson as head of the newly formed Competitions Department, with the TR4 as its mainstay. However, despite early success at Sebring, that car was soon struggling.

By the autumn of 1963, Webster had a dilemma. Faced with the rising threat of homologation specials like the Mini Cooper, Lotus Cortina and Renault R8 Gordini, plus the marketing and production drive imposed by the new Spitfire and 2000 saloon, Webster knew he lacked the money to produce a 2000-based Lotus Cortina rival. However, while the roadgoing Spitfire and 2000 could be modified to tackle tarmac and gravel rallies respectively, the Spitfire could be developed into a serious racer by exploiting Le Mans prototype rules, which didn't need a homologation run.

As winter loomed, Robson identified the key areas where the Spitfire needed improvement - more power, less weight, better aerodynamics, roadholding and braking - and set his team to work. Their target was the 1964 24 Hours.

The aerodynamic conundrum was solved unexpectedly early on. In the midst of one of his car-designing splurges, stylist Giovanni Michelotti sent a prototype fastback coupé Spitfire variant, the GT4, back to Canley for consideration in winter 1963. He intended it to be a more luxuriously upholstered baby GT in the Volkswagen Karmann-Ghia mould. While the Experimental Department deliberated as to what to do with the GT4 - projected build costs would make it expensive compared to the Spitfire, which could be ordered with an optional hardtop anyway - the Competitions Department figured it'd produce lower aerodynamic drag than the roadster's bubble-top employed by the Spitfire tarmac rally cars, and took a glassfibre moulding. Together with light alloy body panels, the Le Mans Spitfire now had a silhouette.

Other alterations included an aerodynamic blanking plate which reduced the front air intake to a small slot, a specially designed small Salisbury differential, a pair of Alfa-esque Weber 42DCOE carburettors in place of the road car's SU's, a TR4 gearbox, and Armstrong adjustable dampers. Although the Spitfire rally cars wore aluminium cylinder heads, these were proving unreliable, so Robson rejected their use at Le Mans. ADU 4B - commission number X727, described in its build sheets as Le Mans No.1 - was the first Le Mans Spitfire to emerge from Robson's new Competitions Department. After a test drive at Oulton Park with Peter Bolton, David Hobbs and Fred Nicklin, at which it lost all oil pressure, it arrived at La Sarthe along with its sequentially registered siblings in June 1964. However, ADU 4B was kept aside as a spare car and didn't race. In retrospect, perhaps it had a lucky escape.

The 1964 race marked the midst of Ferrari's dominance, with Jaguar's victories in the Fifties rapidly fading into memory. And the likes of Stirling Moss were vocally criticising the 24-hour endurance classic, lamenting in his *Small Car* magazine column that it involved exotic mid-engined prototypes bearing no resemblance to road cars being deliberately driven well within their limits in order to preserve them, and thus 'wasn't a proper race'. Ford's GT programme, finally promising some opposition for Ferrari, was in its nascent stage its future unclear.

By contrast, the smaller-engined classes were more eagerly welcomed, featuring as they did cars and engines which people actually bought for real-world sums. In the Spitfire's class, the Grand Prix of Endurance played a vital marketing and engineering role. The cars to beat, *Small Car* reasoned, were the Alfa Romeo TZ1s, Alpine-Renault M64s and the bizarre mid-Mini-engined Deep Sanderson. Early signs were promising, as the Triumphs were clocked at 130mph on the Mulsanne Straight in practice.

Just three hours into the race, ADU 1B driven by Mike Rothschild was the subject of a bizarre aerodynamic accident. As a Shelby Daytona Cobra Coupé bore down on the Triumph on the Pit Straight, the powerful airflow coming off the back of the American car's kamm-tail suddenly changed direction as the pair passed under the bridge at Dunlop Curve, disastrously swatting the flyweight Triumph off-course. Rothschild ploughed into the infield bank, the impact sending his wrecked Spitfire pirouetting back onto the track, where the leading pack of Ferraris missed it by inches. A concussed Rothschild was rescued from the car by a trackside gendarme, but the Canley equipo was down to two remaining runners. But worse was to come.

ADU 3B, driven by Triumph's French pairing of Jean-Louis Marnat and Jean-François Piot, had been involved in a minor rear-end shunt overnight. The car seemed mechanically undamaged to the pit crew and it soldiered on towards the dawn. However, unbeknownst to its pilots, its impacted exhaust pipe was leaking its gases into the cabin.

At 6am, with his right foot planted on the throttle coming out of Maison Blanche, Marnat succumbed to carbon monoxide poisoning and fell into unconsciousness as his Spitfire hurtled towards 130mph. The unguided ADU 3B slammed into pitlane boxes before rebounding across the start/finish straight. The extent of Marnat's poisoning was such that he couldn't receive anaesthetic for his injuries for two days.

Horrified by the accident, the ACO introduced a pit wall for the following year, something that soon became an international motor sport standard.

As the chequered flag finally fell at 4pm the sole Spitfire left in the race, driven by David

## LE MANS SPITFIRES: RACE RECORD



### 1964 Le Mans 24 Hours

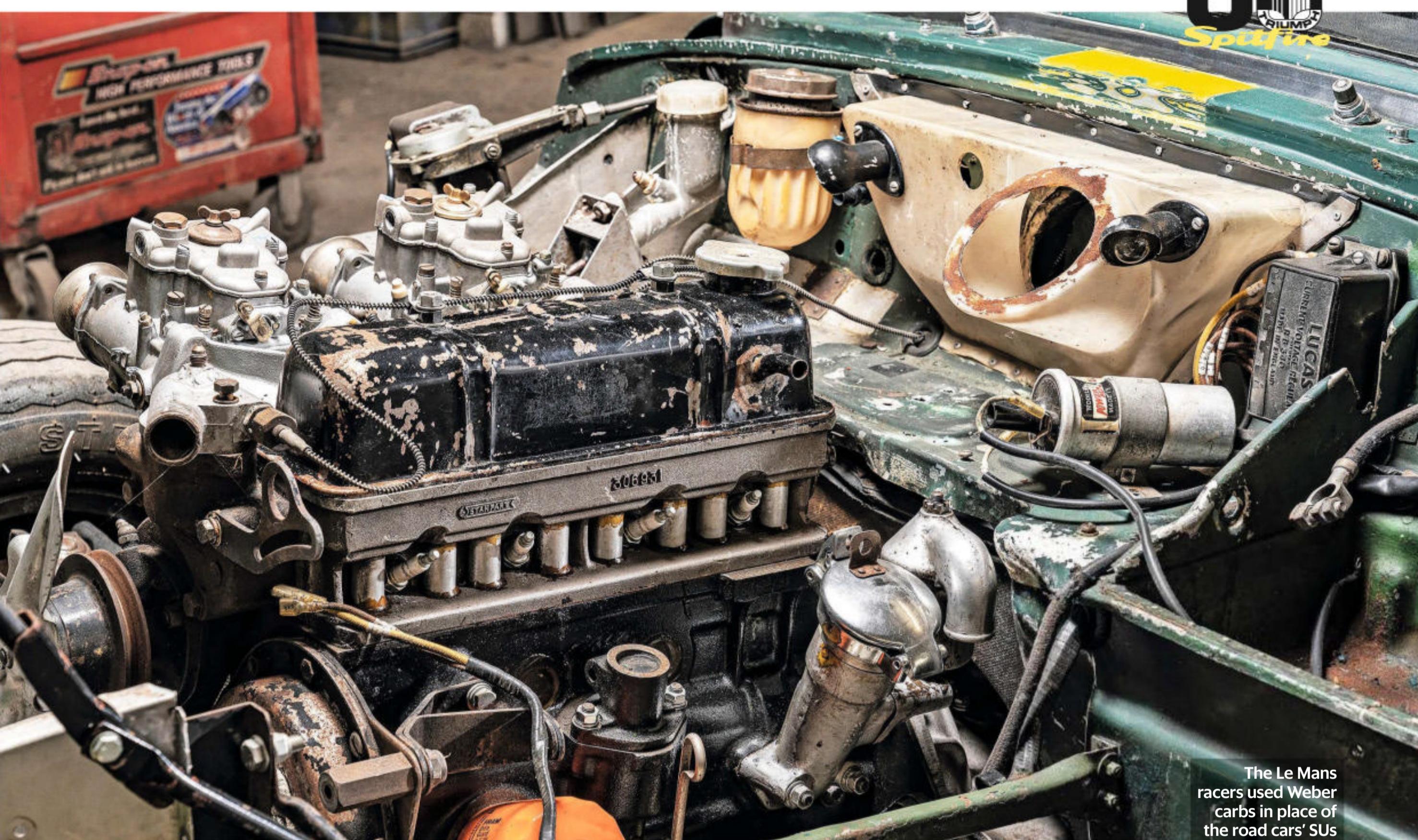
ADU 1B - DNF (accident, 3rd hour)  
ADU 2B - 21st overall, 3rd in 1.3 proto class  
ADU 3B - DNF (accident, 14th hour)  
ADU 4B - DNS (spare car)

### 1965 Sebring 12 Hours

ADU 1B - DNF (accident, 1st hour)  
ADU 2B - 30th overall, 3rd in GT1.3 class  
ADU 4B - 29th overall, 2nd in GT1.3 class

### 1965 Le Mans 24 Hours

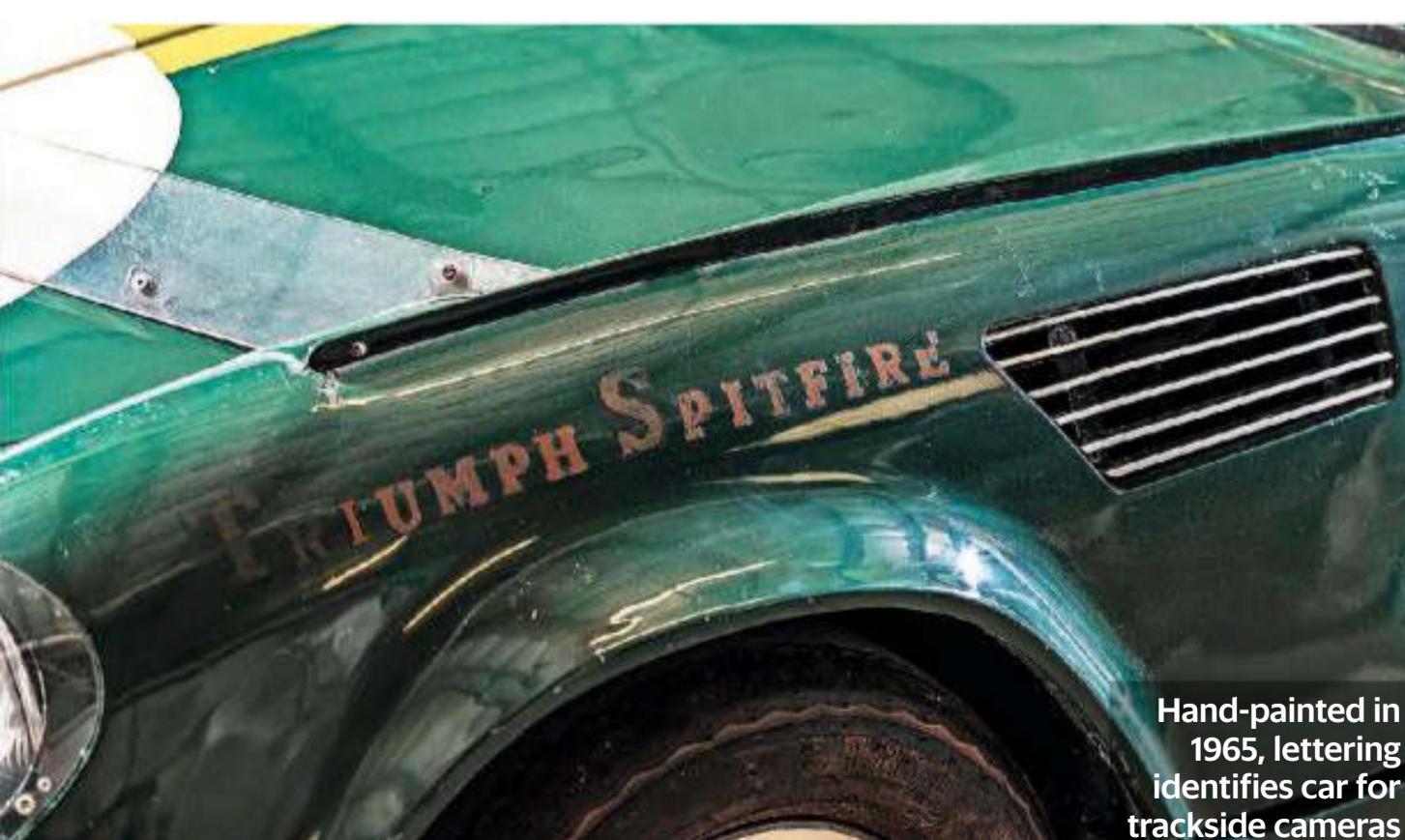
ADU 1B - DNF (accident, 7th hour)  
ADU 2B - DNF (engine, 1st hour)  
ADU 3B - 14th overall, 2nd in GT1.3 class  
ADU 4B - 13th overall, 1st in GT1.3 class



The Le Mans racers used Weber carbs in place of the road cars' SU's



Interiors were near-standard, compared to other aspects

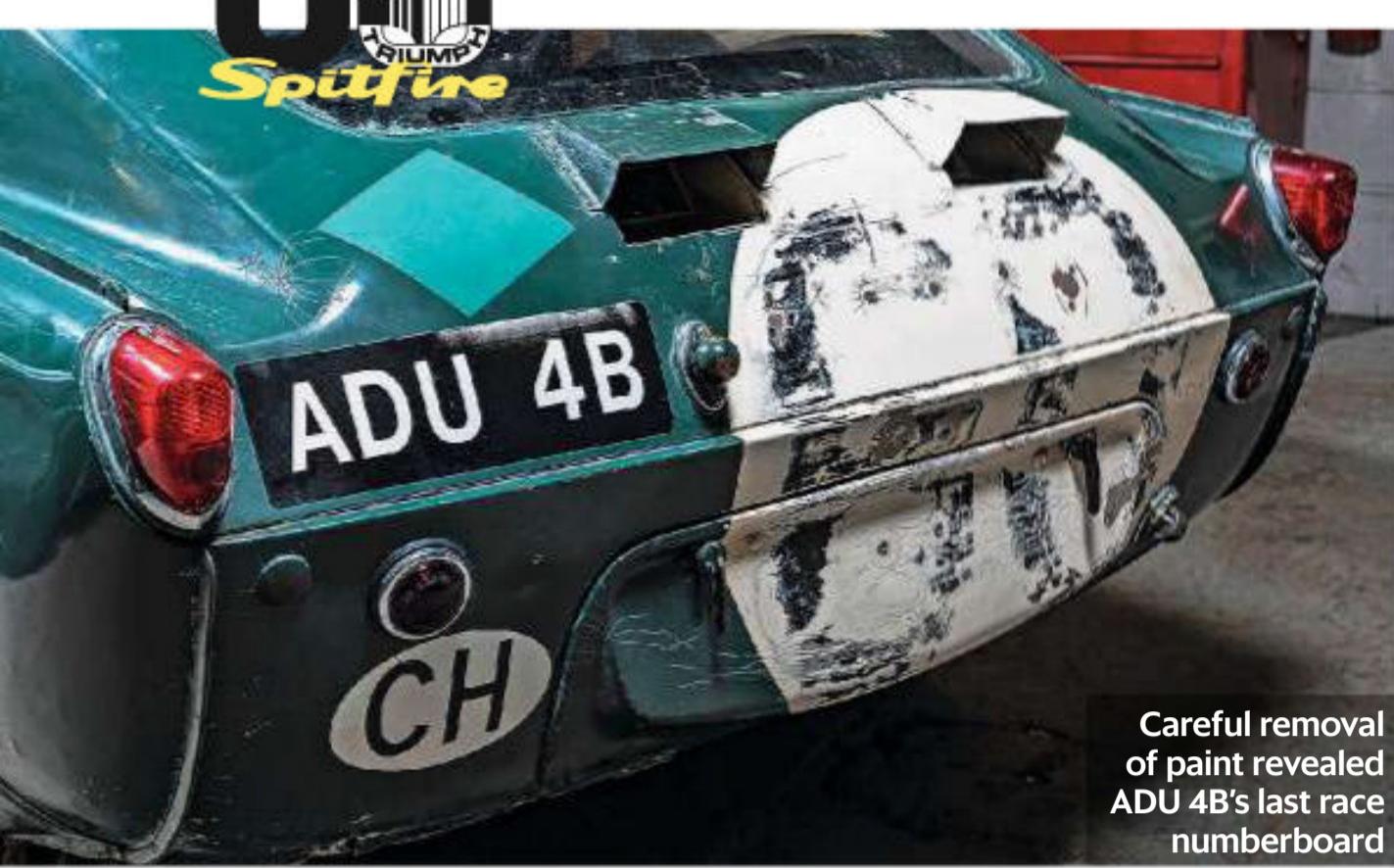


Hand-painted in 1965, lettering identifies car for trackside cameras



Michelotti GT4 profile adopted by racers before evolving into GT6

**60**  
years  
**Spitfire**



Careful removal of paint revealed ADU 4B's last race numberboard

Racing hardtops were glassfibre; other body panels were aluminium



Bug deflector was one of Ray Henderson's 1965 Le Mans revisions



17 years into its restoration, ERW 412C incorporates parts of both ADU 1B and ADU 2B

Hobbs and Rob Slotemaker, crossed the line in 21st place, having averaged just 94.7mph. It was miles off the pace. The Alfa Romeo TZ1s sandwiched an Iso Grifo A3C up in 13th and 15th. Triumph's target works Alpine-Renault M64 of Henry Morrogh and Roger de Lagareste came 17<sup>th</sup>, setting the pace with an average of 101.5mph. All but one of the works Alpines finished the race.

The race post-mortem at Canley was grave. The Le Mans Spitfire programme had cost Triumph £110,000 (nearly £2.3m in today's money), and its primary achievement had been to prompt a new safety rule. A heavy - and expensive - overhaul was needed. But there were pinpricks of light at the end of the tunnel. Firstly, by the time the 1965 season began, the car would receive its homologation papers to race in the GT class rather than as an experimental prototype. And secondly, the 1965 Sebring 12 Hours beckoned. A better performance on American soil could massively boost sales in Triumph's number one export market.

Peter Bolton rolled ADU 1B after just five laps at Sebring, his teammate Mike Rothschild joining Ed Barker and Duane Feuerhelm in ADU 4B. This time, the rest of the race was incident-free, and the Rothschild/Barker/Feuerhelm car - the unrestored Spitfire you see here - led a 2-3 class finish for Triumph, with ADU 2B driven by Bob Tullius and Charles Gates. Frustratingly, the class was won by an arch-rival MG Midget, but it was a huge improvement on Le Mans, and the tables had been turned on Alpine, its new GT1.3-class A110 languishing in 40<sup>th</sup> place.

And American customers took notice. Ahead of the 1965 season, Tullius founded the Group 44 team, concentrating on campaigning works-supplied Triumphs in Sports Car Club of America racing. While Triumph's American advertisers trumpeted Tullius's on-track success, back in Canley, Robson had ceded control of the Competitions Department to John Lloyd and Lyndon Mills, who effectively gave free reign to chief engineer Ray Henderson. For 1965, Henderson would enact some radical alterations to the Le Mans Spitfires.

Although these cars retained their registration documents, very little of the 1964 specification remained. The first things to go were the chassis. Henderson still used the factory's Spitfire presses, but ran steel two gauges thinner than standard through them, resulting in their chassis being so light that one person could lift it above their head.

Learning aerodynamic lessons, the bonnets were longer, all headlights and spotlights enclosed and faired-in, resulting in a nose that looked even more like a Jaguar's. Alpine-like rear wheel spats were tested, but rejected. In addition, mindful of Marnet's 1964 accident, the cabins were better-ventilated with a plastic plenum, and new trunking fed a pair of Weber 45DCOEs. Henderson added a remote oil filler for quicker pit stops, and modified the crankcase breather. Now reliable, all 1965 competition Spitfires wore alloy cylinder heads too. In June, all four cars would contest the Le Mans 24 Hours.

Things started badly for Triumph. ADU 2B, driven by Bill Bradley and Peter Bolton, suffered a ruptured oil radiator which caused its engine to blow up. In the seventh hour, Rob Slotemaker lost control of ADU 1B at Maison Blanche in the gathering gloom, emerging unhurt but leaving the car irreparable.

But as morning broke, things started to go right for Triumph. Just before 8am, Alpine-Renault lost two works cars with engine and electrical problems. With three hours to go, the remaining Alpine in contention, the A110 GTM64 of Jacques Cheinisse and Jean-Pierre Hanrioud suffered clutch failure. Triumph had a clear run at the class win. All ADU 4B and 3B needed to do was finish.

As the flag fell, the two Spitfires were the only cars left running

in their class. Partnered with Jean-Jacques Thuner in ADU 4B as part of Triumph's Swiss concessionaires' entry, two-times Finnish Rally Champion Simo Lampinen celebrated the class win in what would be his first and only Le Mans 24 Hours. Avenging teammate Marnat's accident the year before, Jean-François Piot took second place with Claude Dubois in ADU 3B - the same car Marnat had been driving. But theatrics aside, the job was done - Triumph's baby sports car was a bona-fide Le Mans winner.

So why didn't Triumph capitalise on this, and what happened next? Unfortunately, impending rule changes for 1966 from the Automobile Club de l'Ouest called for GT-class cars to be more production-based, rendering Henderson's aluminium weight-saving illegal. Triumph had since made its mind up about

Michelotti's GT4 proposal, fitting it with the Vitesse's straight-six - complete with a gearbox derived from the Le Mans racer's - and readied it for a 1966 launch. Henderson mooted a GT6R racing version, but its displacement and cylinder count would've landed it in the same class as the Porsche 904GTS, where it would've been hopelessly outgunned. The new GT6 was advertised as being 'Born in Le Mans', but it would never race there. So far as improving the original breed was concerned, the only significant race modification to make it through to

Spitfire production was a cast-iron version of the racers' eight-port aluminium cylinder head.

The class-winning car, ADU 4B, was retained by Triumph Switzerland after the race, where it was driven by JJ Thuner to win the Swiss National Hillclimb Championship before being confined to a private museum. In 1998 it was bought by an American collector who modified it for historic racing, passing through a number of American hands before British specialist Canley Classics repatriated it in 2004. As restorer David Pearson carefully removed the modern racing equipment and latterly applied paint layers, he uncovered the car that you see here now.

The history of the car under restoration is somewhat more complex. After the factory racing effort was wound up, Bill Bradley raced ADU 2B - the sole 1964 finisher - as a privateer with works backing, Henderson using it as a testbed to try out his vetoed GT6R ideas including Chapman strut rear suspension. On a 22nd-lap accident at the 1966 Nürburgring 1000km, Bradley's co-driver Steve Neal damaged ADU 2B beyond conventional repair. Recovering the wreck, Bradley salvaged its useful parts, combined them with other parts salvaged from ADU 1B - still a wreck after Slotemaker's off at Maison Blanche - and combined within another Le Mans-specification Spitfire, registered ERW 412C.

Later in the season, Bradley crashed ERW 412C at Oulton Park. The car returned to Canley for a rebuild, but while it was in an unfinished state, Triumph withdrew its backing for Bradley in early 1967. ERW 412C was bought by Gold Seal Racing mechanic Pete Clarke, and confined to his workshop. There it remained until 2004 before Pearson acquired it. His early restoration efforts focused on simply stabilising the corroded aluminium. As it edges closer to completion, Pearson must decide which elements of the car's DNA to bring to the fore. Perhaps one day we'll see it race again, but Pearson's in no hurry - his restoration has taken 17 years so far.

But perhaps the most powerful feeling that the sight of these elusive cars evoke is not one of faded glory, but of lost chances. Had the racing rules been friendlier to them, and Triumph's management more open to improving the breed through racing, the GT6 might have become a sort-of British Porsche 911. With that fate it might be still with us in something akin to a BMW Z4. Instead, we're left with two monuments to what might have been, unseen by the British public since the Sixties.

'Pearson carefully removed the paint layers, uncovering the car you see here'



# Le Mans Triumphs in the rear-view mirror – the works racing Spitfires at work, rest and play in the Sixties



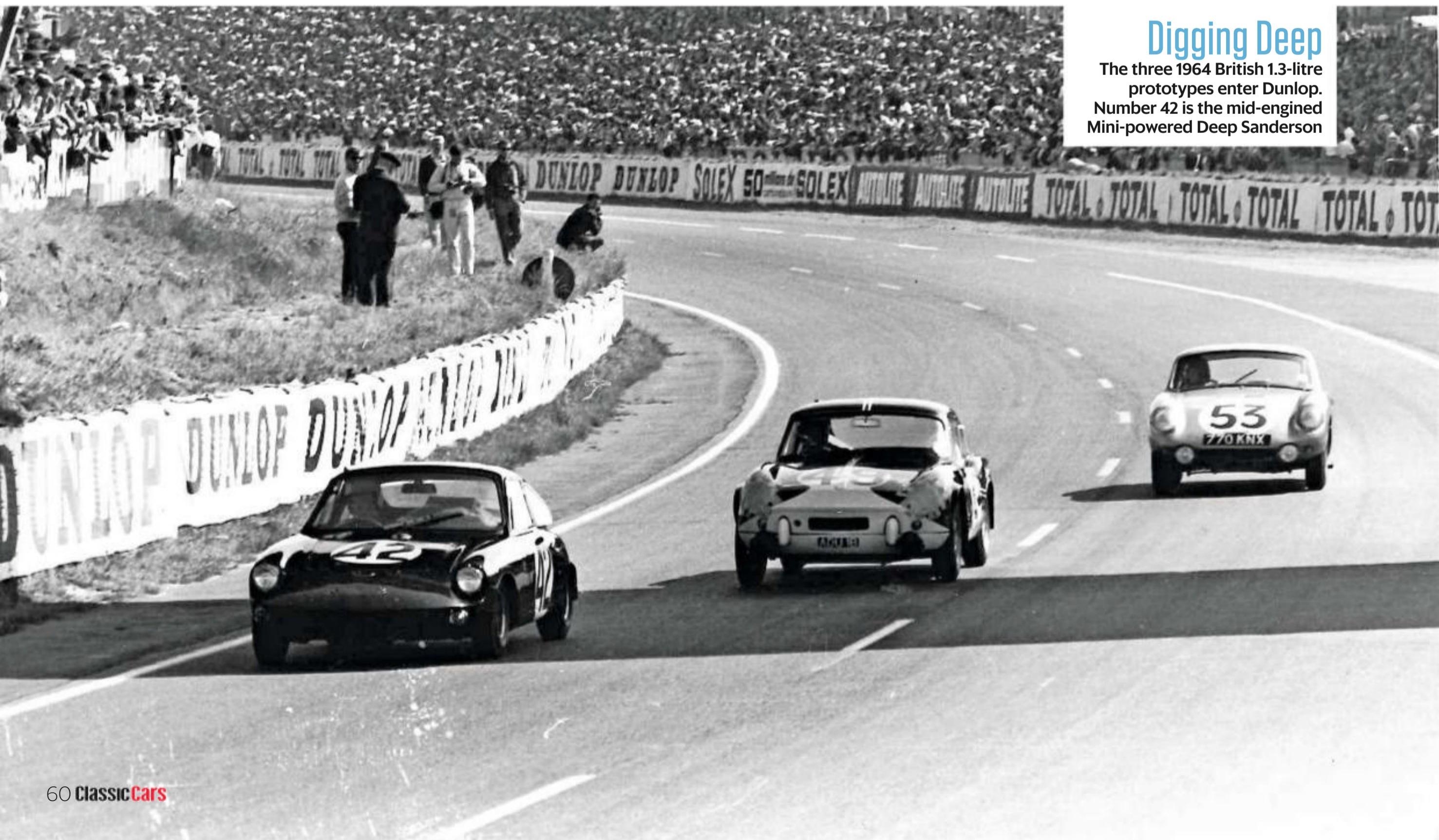
## Before the storm

Le Mans, 1964 – ADU 1B, to be driven by Mike Rothschild and Bob Tullius, pristine in the paddock before the race. It would later be wiped out in a Cobra's wake



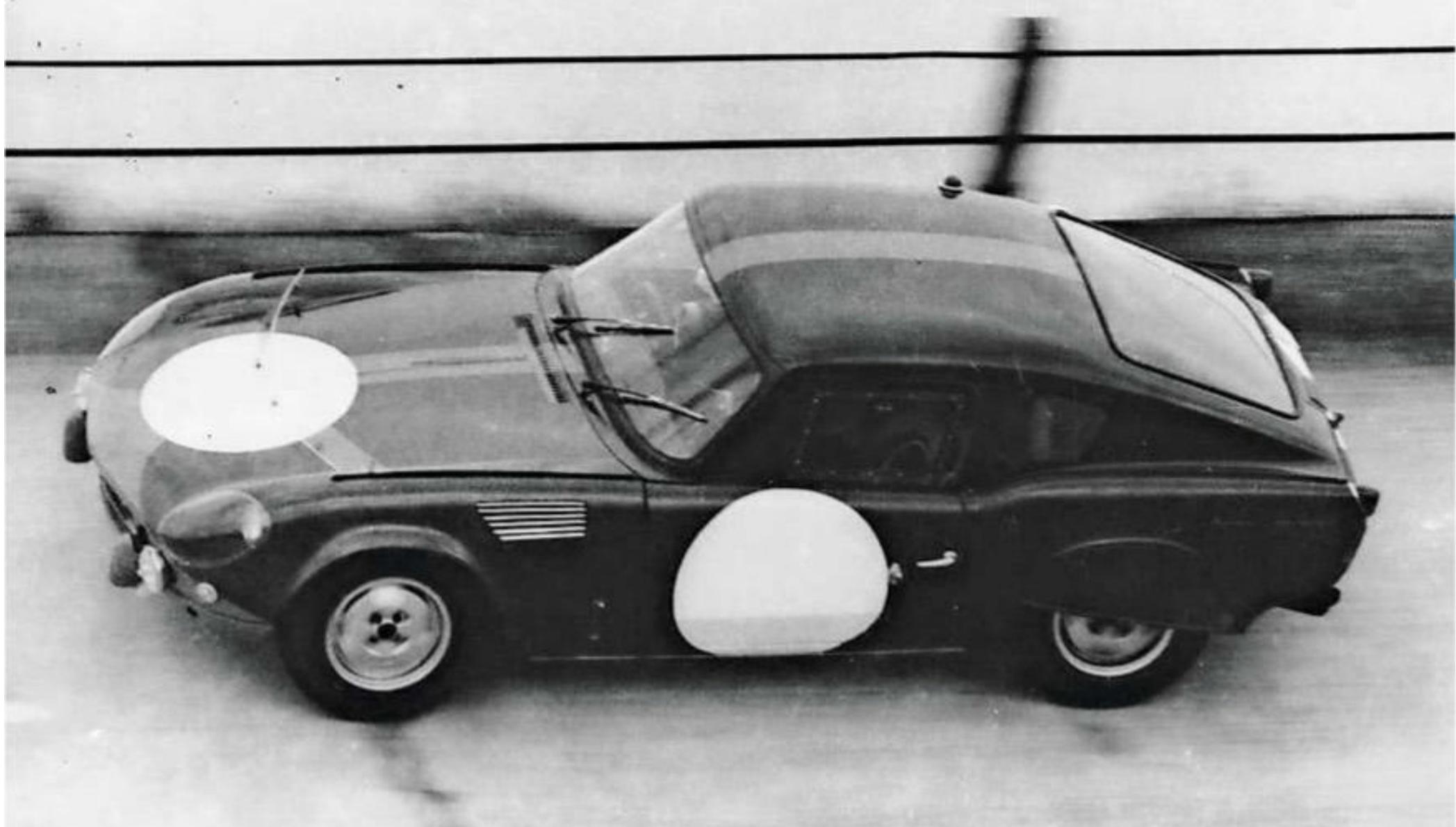
## Spitfire sandwich

Early in the 1964 24-Hours, ADU 3B and 1B vie with Triumph's deadliest rival – Clive Baker and John Colgate's Sebring Sprite – in the Esses before Tertre Rouge



## Digging Deep

The three 1964 British 1.3-litre prototypes enter Dunlop. Number 42 is the mid-engined Mini-powered Deep Sanderson



## Smooth...

Early 1965: Ray Henderson's aerodynamic revisions, including rear wheel spats, are evaluated at the MIRA test track after a promising Sebring 12 Hours performance from the works Spitfires

## Onto a winner

Behind the wheel of ADU 3B, Jean-François Piot banishes the near-fatal memory of 1964 en route to second in class at Le Mans in 1965



## Off the record

With the Le Mans programme cancelled, Bill Bradley continues to race ADU 2B with works backing, including hill climbs as well as major endurance races

## Late edition

March 1977: Classic Cars reader Peter Kirby writes in to reveal that he owns ADU 8B, the team's 1964 recce car sold in 1965, bonnet later modified. Where is it now?







# REBORN BE WILD

Words IVAN OSTROFF  
Photography NEIL FRASER

Rebodied by Zagato,  
this original Aston Martin  
DB4GT is elevated above the many  
GTZ replicas as a test drive reveals

## [Aston Martin DB4GT/Zagato]

Ever since the Aston Martin DB4GT Zagato was introduced at the London Motor Show of 1960, it has been generally acknowledged as one of the most attractive and elegantly styled motor cars in history. The silhouette of this quintessentially British Aston Martin, combined with the Italian design flair of Zagato, described one of the most charismatic automobile designs ever conceived. Those curvaceous flanks, the 'Z' logo of Zagato Milano below the vents on both front wings, double power bulges running the length of the front-hinged bonnet, Frenched rear lights, twin leather straps securing the bootlid, and twin exhaust pipes exiting on the near side - this Italian-suited British bulldog has always been one of my favourite motor cars. This one, based on a genuine DB4GT chassis (unlike Sanction II/III Zagatos, which were based on standard DB4s) was rebodied by Zagato itself in the early 2000s as part of a comprehensive rebuild. Currently set up for road use, it's capable of accelerating to 60mph in less than six seconds, and can reach over 150mph at 6000rpm in top gear. Even by today's standards, this is an extraordinarily fast car, and its especially interesting history makes it just as intriguing as any of the 19 original DB4GT Zagatos made in the Sixties.

The interior is complemented by a plush rear compartment upholstered in black quilted hide with securing straps for luggage while on a grand tour. A thoroughly business-like fire extinguisher sits on the floor behind the passenger seat but because this car is no longer used on the track, there is no rollcage to negotiate. I lower my backside onto the driver's seat; the rather flat looking cushions belie the level of comfort they provide. The wood rim 'ban-the-bomb' three-spoked steering wheel allows a naturally straight-arm driving position, my feet fall perfectly on the pedals and I have a clear vision of all the instruments set within the standard traditional Aston Martin display. The 7000rpm tachometer has a redline marked at 6000 and the speedometer reads to 160mph; the binnacle also contains fuel/water temp gauges, an ammeter and oil temp/pressure dials. Set into the centre of the dash is a Smiths clock. Being a road car it has a radio fitted and the usual heater controls quadrant.

I turn the key and the starter spins with a high-pitched whirr. The engine fires and I smile involuntarily as I listen to the three big Weber 45DCOE carburettors inhaling great volumes of air, while the distinctively Aston exhaust booms out of the twin pipes at the rear. Meanwhile up front, belts spin and camshafts whirr while the mechanicals warm through. Eventually, it's up to temperature, so I drop the handbrake and move the skinny gear lever forward into first. The clutch is a little on the heavy side and I have to make sure that it's fully depressed to engage gears smoothly. The gearchange is light and positive, although the gear lever is almost a foot tall so somewhat spindly to use.

I can sense the take-up of power through the rear axle and the slight movement of the Watt linkage under duress from all 345 horses. Traction is exceptionally good, and there is clearly rather more poke than in a standard DB4GT, the result of some post-rebuild tuning in its racing years. Accelerating away hard in first, the tachometer spools gleefully and two thick black lines are laid on the road with little effort. The straight-six remains tractable throughout the rev range. There's no feeling that unless I keep the engine up on the cam it won't pull smoothly, so the car feels very easy and most pleasant to drive. With its standard David Brown gearbox, you cannot smash through the gears - you need to be slow and sympathetic; it is, however, precise in movement.

There are 2.8 turns of the wheel from lock-to-lock and rack-and-pinion steering is weighty at slow speeds, but it's precise with loads of feel through the wheel, so that I know all the time what the front wheels are doing and how well they are maintaining their grip. This is a quick car; thankfully the roadholding is excellent. Today,



Now retired from racing, the GT has a creature comforts including a period radio

'Accelerating away hard in first, the tachometer spools gleefully and two thick black lines are laid on the road with little effort'



The Zagato's celebrated lines were penned by Ercole Spada when he was just 23 years old



## [Aston Martin DB4GT/Zagato]

these cars tend to wear slightly wider rubber than they would have in the Sixties, and with a vastly improved compound. The Michelin 600 x 16 tyres back and front stick tenaciously so active provocation is required before the back end begins to slide. Once you do get it moving around though, everything comes together and the car exhibits a beautiful balance.

Moving from one gear to the next, the car pulls strongly and smoothly throughout its rev range. I floor it at 3000rpm in third; it's pushing me back into the seat. Climbing through 4000, I keep the throttle pinned to revel in that deep bellowing exhaust growl as it accelerates away. At 5000rpm I slip it back into top and prepare for the long left-hander approaching. I'm getting a bit over-confident, a smidgen too fast, so I press down on the brake and feel the pads bite reassuringly on the Girling discs as they haul off speed. There's no servo assistance but the brakes are very effective with excellent feel. As the steering weights up going into the corner, I can sense the weight at the front combined with the limited-slip differential effect trying to push the Aston straight on.

As I approach the next corner, I know what to expect, compensating by braking earlier, screwing on more lock than usual and prodding the accelerator. The tail twitches slightly then starts to slide; a tad of correction on the wheel and we're pointing in the right direction. Accelerating away in third gear, the standard-equipment Powr-Lok differential does its job perfectly. There is no lack of traction as 345bhp and 325lb ft pegs my shoulder into the seat and the Zagato's rev counter spools.

This suspension is well sorted, the car has little roll and doesn't lean in the corners as long as I keep the throttle planted and the weight transfer maintained towards the rear. Going through a slow corner, I find myself winding on a little extra lock as the suspension and the steering weights up. The GT is a most pleasant car to drive - well balanced, manageable and a delight to control on the throttle without becoming intimidating. It has a natural bent towards safe understeer; oversteer needs to be intentionally induced, but also meted out sensibly to not slow the car too much. Find a harmonious balance and the Aston rewards.

Of course, the DB4GT and its Zagato-bodied offshoots were developed with racing success prioritised and road manners deemed a mere bonus, so it's no surprise that the suspension is on the firm side. Nevertheless, taking this car cross-country would be no great hardship. Granted, the original DB4GT body by Touring of Milan was good looking and well balanced but to my mind Zagato made it into one of the best-looking GTs ever drawn, and the more you drive it the better it gets.

Yet in 1960, only 19 people saw the value in paying £5470 for the Zagato variant when a DB4GT cost £4500, already £500 more than a standard DB4. The GT's 5in-shorter chassis were shipped out to Italy, where their more curvaceous bodies were beaten



### OWNING AN ASTON MARTIN DB4GT/ZAGATO



The owner of DB4GT/0148/R, Richard Meins, says, 'I bought the car around nine years ago. The DB4GT Zagato really made a lasting impression on me. It was an Aston Martin, it was British and it was mind blowing. I have a preference for British cars and that beautiful designed body by Zagato was for me the perfect combination of Italian style and British motor car.'

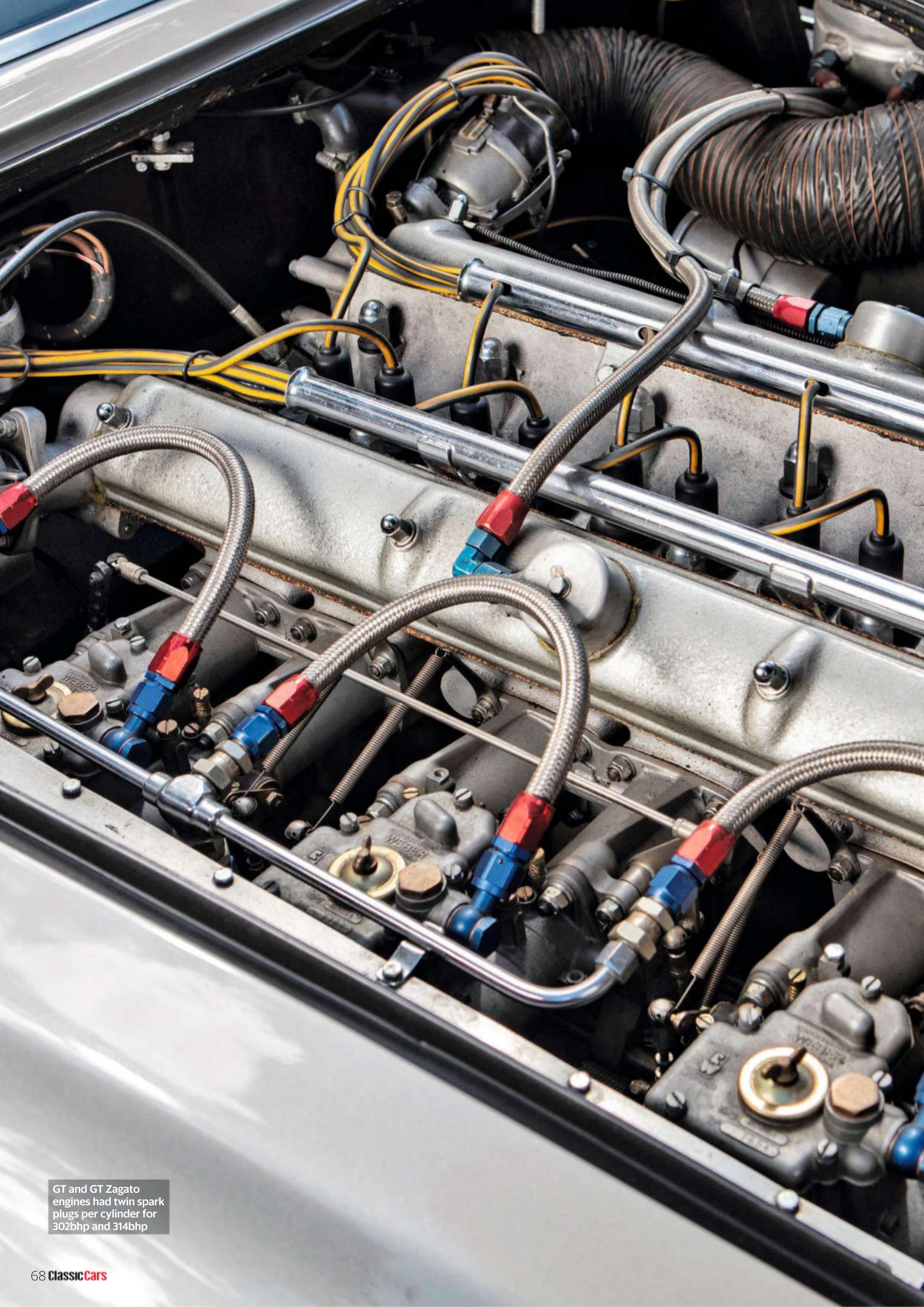
'I always wanted a Zagato, and when this car became available I went to have a look. I drove it and thought wow! This is amazing. The engine was built by Richard Williams. It was in full FIA race spec with a cage and fire extinguisher system etc. For the time being I don't intend racing it again. I don't want to have to develop it and lose its originality in the process.'

'To convert from a race car to a road car, Desmond Smail removed the rollcage and made a new correct aluminium dashboard to replace the GRP one fitted by Richard Williams. He also removed the fire extinguisher system and fitted a decent radio. He also replaced the brakes and the Watt linkage because there was some wear in the bushes. He then fitted the correct limited-slip differential in place of the race unit it had at the time.'

'As a result, I am now able to use it on the road at will and I do so regularly, as and when I choose. I can even go shopping it!'



'In 1960, only 19 people saw the value in paying £5470 for the Zagato when a DB4GT cost £4500, already £500 more than a DB4'



GT and GT Zagato engines had twin spark plugs per cylinder for 302bhp and 314bhp



out by hand rather than wheeled as we do here in England. The Milanese bodies were 45kg lighter which, combined with higher compression and mildly re-tuned engines, resulted in cars that were quicker by a modest margin - but one that might prove vital in the heat of an on-track battle.

In 1987, Aston Martin sanctioned the construction of four more DB4GT Zagatos with chassis numbers that had not been used on the original run of cars in the Sixties. These are known as 'Sanction II' Zagatos. Following completion of these chassis, the vehicles were dispatched to Italy where their Zagato bodywork was mounted. However the coachbuilder was unable to carry out the work in house, so it was contracted out to the workshop of Mario Galbiati, an ex-Zagato employee. The four cars were finally unveiled in July 1991 at the Surrey premises of Aston Martin specialist RS Williams Ltd, whose proprietor led the project, and used his own GT Zagato as the blueprint.

While the bodies of these were faithful to the period cars in every way, suspension was upgraded, modern 15in tyres were fitted instead of the 16in originals, and engines were RSW-fettled 4212cc units with larger Weber 50DCO1/SP carburettors, rather than the original 3.7 litres fed by Weber 45DCOEs.

In 1992 AML gave approval for RS Williams to create two more cars from some rough DB4s combined with spare components left over from the Sanction II project. These were finished in 2000 and subsequently referred to as Sanction III cars. Zagato announced that it would not approve any more. Aston chairman Victor Gauntlett referred to them as 'works-approved replicas'.

In 2019 Aston Martin delivered the first of 19 DB4GT Zagato continuation cars as part of its centenary celebrations. These newly-built factory production vehicles were for race track driving

**'The cost of transforming it into the DB GT Special amounted to £5000 – more than a new DB6'**

only and were unable to be registered for road use. All were sold with a matching Zagato-designed variant of the DBS Superleggera, each pairing costing £6m plus local taxes.

In 1961, DB4GT chassis 0148/R was first bought by Battle of Britain hero and later chairman of Beaverbrook Newspapers, Sir Max Aitkin. After six years of ownership, it was sold to Robert Buchanan-Michaelson who then sent the car back to Newport Pagnell, requesting that it be rebuilt to his own unique specification, regardless of expense.

Aston Martin removed the bodywork and fitted a DB6 rear end, a Webasto sunroof and a DB5-style front with a custom grille incorporating flush-mounted foglamps and spotlamps. It replaced the tyres with wider 205 x 15 Pirelli Cinturatos and flared the wheelarches to accommodate them. The original 3.7 litre engine gave way to a 4.2 litre unit mated to a five-speed ZF gearbox driving through a DB6 clutch assembly. Armstrong Selectaride dampers were fitted with the usual dashboard-mounted adjustment knob. The car also gained a steering lock and a smaller steering wheel, a brake servo and DS11 brake pads. Finally it was painted in Garnet red and black with a gold coachline. The car, which resembled a shortened DB6, was referred to by the factory as a 'DB GT Special' which was duly inscribed on the door sill kickplates. The cost of these modifications amounted to £5000 - more than a new DB6.

While the somewhat extravagant and possibly incongruous result was frowned on at the time, when Innes Ireland tested the car for *The Autocar* in July 1969, he commented, 'Bobby



DB4GT/0148/R's new body was crafted in Milan under the supervision of Mario Galbiati, Zagato's restoration manager

'For longevity, more modern materials were to be used within the dampers, clutch and gearbox internals'

Buchanan-Michaelson wanted to build his ideal motorcar, being a man of fairly extravagant tastes his individualism shows in a strong light. Not everyone will agree with his ideas but then not everyone is in a position to judge.' Tony Dron also tested the car much later and commented that it was heavier, underpowered and that Aston had made 'a silk purse into a sows ear'.

In 1976, the car was bought by former AML chairman Victor Gauntlett. It passed through several further owners until early this millennium when its then-owner, a judge, identified the unique opportunity to take this original DB4GT to Zagato specification. He sent it to RS Williams with a brief to rebuild it from scratch and enlist Zagato to clothe it; 0148/R would be indistinguishable from an original GTZ. For longevity, more modern and durable materials were to be used where possible within the dampers, clutch and gearbox internals, such as the synchromesh cones. The original engine was then refitted to the car, albeit enlarged from 3.7 to 4.2 litres.

When it emerged in 2003 as a rebuilt 1961 classic, it was as-new and perfect in every detail. Following the rebuild, the straight-six made 325bhp. Subsequently this was improved to a claimed 345bhp, the work likely having been carried out between 2006 and 2012, when the car was being raced while in the ownership

of Chris Scragg. In 2016 current owner Richard Meins took 0148 to Goodwood and raced it in the first Kinrara Trophy, finishing fifth. Now, having retired the car from competition, Richard reveals, 'I've kept the suspension as it was when the car was raced, so it is a little stiffer than standard. But I like the feeling that you get behind the wheel, you know exactly what the car is going to do. Frankly, on the road it's impossible to explore the car's limits, but when I raced it the handling was fantastic. Considering that the car is rather undeveloped and not an out-and-out historic racer, the Goodwood result was somewhat gratifying. After the meeting, I then drove the car home, just like they used to do in the Fifties and Sixties.'

So is it a genuine DB4GT Zagato? I say that it is. In earlier times, it was quite normal to buy a car and subsequently have a different body fitted. You'd buy a rolling chassis and send it to your coachbuilder of choice for it to mount your chosen body. That body could of course be altered or changed at a later date, and often was. As in this case, the identity of the car remained the same, just upgraded accordingly. This DB4GT gained its Zagato body in the same spirit.

**1961 Aston Martin DB4GT** (modified)  
**Engine** 4212cc inline-six, dohc, three Weber 45DCOE carburettors **Power** 345bhp @ 6000rpm **Torque** 325lb ft @ 4500rpm **Transmission** Four-speed manual, rear-wheel drive, limited-slip differential **Steering** Rack and pinion **Suspension** Front: wishbones, coil springs, Armstrong telescopic dampers, anti-roll bar. Rear: live axle, parallel trailing arms, Watt Linkage, coil springs, Armstrong lever-arm dampers **Brakes** Girling discs all round **Weight** 1250kg **Performance** 0-60mph: 5.5sec. Top speed: 160mph **Cost new** £5470 in 1960 (factory DB4GT Zagato) **Current value** Approx £3.5m

**Thanks to:** Desmond Smail ([djsmail.co.uk](mailto:djsmail.co.uk)); Neil Thomson at RS Williams Ltd ([rswilliams.co.uk](http://rswilliams.co.uk))



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[**Epic Restoration**]

# ‘We had to convert it back to road use – and enact a full restoration’

A complex super-GT makes a brave choice for a racing car, and after a fraught spell on track, an even braver choice for a restoration

Words NIGEL BOOTHMAN Photos CHARLIE MAGEE



T

his Maserati Bora is one of just 42 right-hand-drive cars and back in the Nineties it was one of the smartest around. But time and use took their slow toll, and by around 2010 its then-owner decided on a conversion for race use. It was a brave and quixotic step.

Maserati Boras have almost no in-period competition history. They were never designed or engineered with the intention to compete and weren't well-suited, being hefty at more than 1.5 tonnes and awkward for track work thanks to Citroën's oleo-pneumatic brakes. So it required a costly program of changes.

'The owner made efforts to lighten it,' says Andy Heywood of McGrath Maserati. 'As well as removing the LHM [hydraulic mineral fluid] rams that move the seat and pedals, he swapped the windows for Plexiglass and partly stripped the interior. He fitted a rollcage, had the engine rebuilt in race tune and swapped out the original suspension for a stiff modern set-up, then fitted some special over-sized wheels for wider tyres.'

After all this, did the idea actually work? Not really. After a few outings near the back of the grid, the owner asked McGrath Maserati to find the car a new owner.

'After a few months, we did,' says Andy, 'and his intention was to bring the car back to road use, which meant replacing stripped-out parts and returning everything to standard. But it would have to be a restoration too because there was corrosion to deal with, a colour-change back to yellow and mysterious damage on the roof to sort out. When you add in a tight budget, it became a big challenge.'

#### The man for the job

The car's new owner, Matthew Briffa, has some family history with Maserati.

'One day in the late Eighties my father was looking to replace his Citroën CX and my brother said, not very seriously, "What about one of those Biturbos?" Eight weeks later, there it was.'

And it's still in the family now, in Matt's care and entrusted to McGrath for service work. It was during one of these service visits that Matt saw this rather sorry-looking grey Bora.

'It was about to be sold to Germany, but it's a rare right-hand-drive UK-market example and I'd always had a thing for the Bora model - that combination of Maserati family DNA, the engine descended directly from the 450S and the Giugiaro styling. So I said to Andy, "Okay, let's get it done!"'

Matt came to the project as an enthusiast rather than a chequebook restorer with bottomless pockets, so the aim was to work in stages, keeping to a reasonable budget. This would not only keep the final cost under control, but it encouraged an approach that refurbished and re-used as much as possible. Regardless of the long road ahead, though, every restoration begins with a strip-down. And a few hair-raising discoveries.

'As we began stripping the car, it was obvious something had happened to the roof,' says Andy Heywood. 'Either it had struck something, or something had struck the car. It left one corner of the roof low and knocked the roof frame back into the rear clamshell. It was going to take some skill to get it straight.'

The bit of the Bora's roof that you see is a bolt-on panel in brushed stainless steel, rather like the later DeLorean. Beneath



that is a channel-section mild steel frame that had to be correct in all three planes to allow not only the roof panel to fit, but the side glass and windscreens too.

'At first, we thought the worst thing was the bonnet,' says Andy. 'That front hatch had been beaten or bent upwards in the middle to allow air passing through the radiator to flow through the front boot and out. I doubt it did much good!'

The interior and running gear arrived in boxes while the car sat on rock-hard competition springs, and dampers with separate reservoirs. But the component with the greatest cost implication was that big Maserati V8 engine. 'We knew it had been substantially modified for top-end power,' says Andy, 'but we didn't know how much of that would be reversible.'

The first step was to drop the rear subframe, which can be done quite quickly with only four large mounts and the upper damper fixings to remove, and then to dismantle the engine and gearbox from it and replace the subframe so the car became a rolling bodyshell. In this form, it was ready to depart for stripping to bare metal and bodywork repairs. Meanwhile, in McGrath's workshop, the engine had a few questions to answer.

#### A bit of a scrape

The bodyshell arrived for its first visit to R Ransley Vehicle Renovation in Royston to meet Ian Ransley, a man with previous experience of stripping and painting Boras. He chose painstaking manual

labour over soda-blasting to remove the paint.

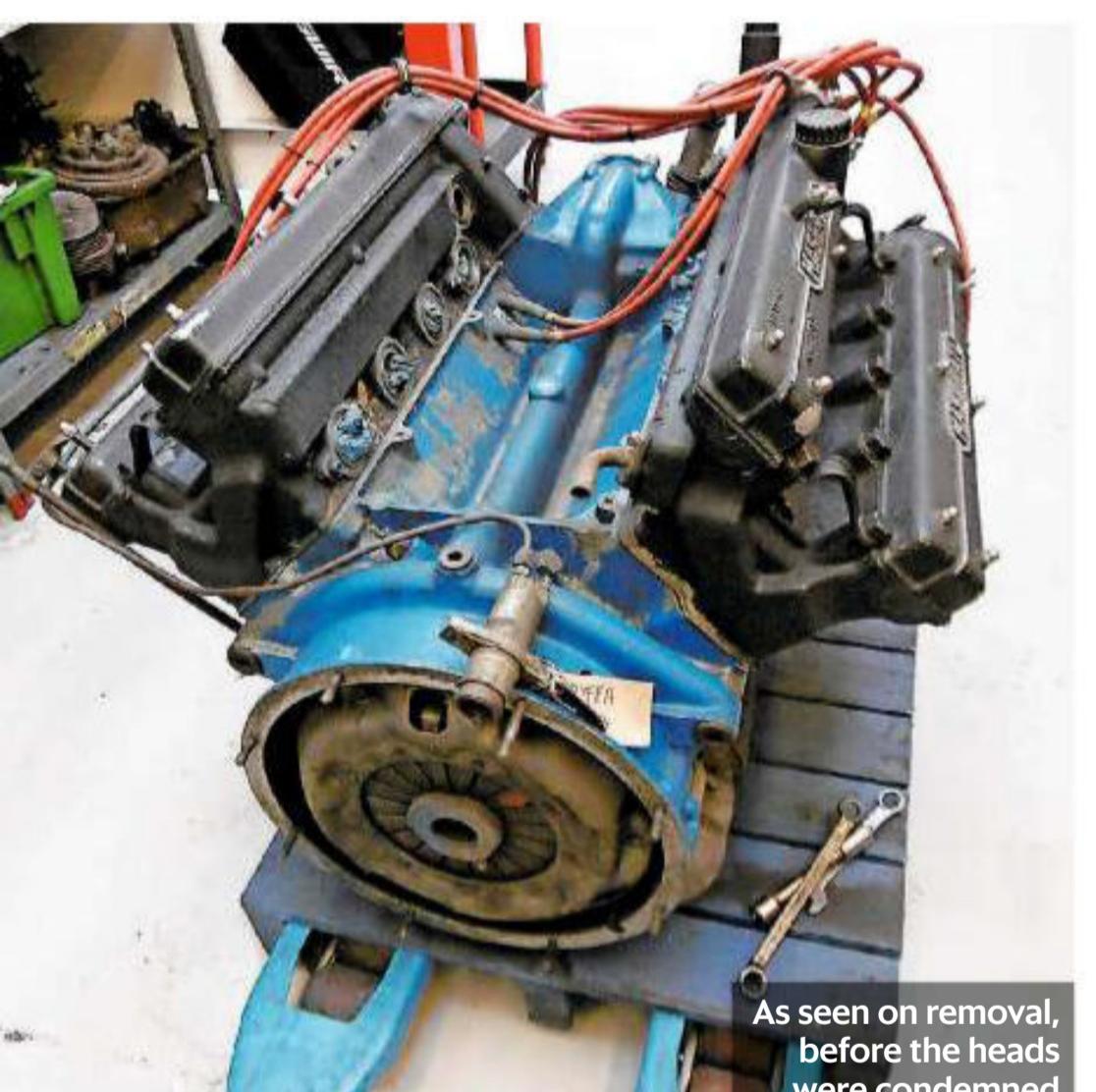
Ian explains, 'Soda dust gets into all the crevices and then emerges when you're trying to prep and paint everything. We decided to use chemical paint stripper and do it by hand. After that, we could wash the car down and then sand or grind the remaining filler away.' Revealing crisp contours of perfectly-preserved Italian coachwork? Not quite.

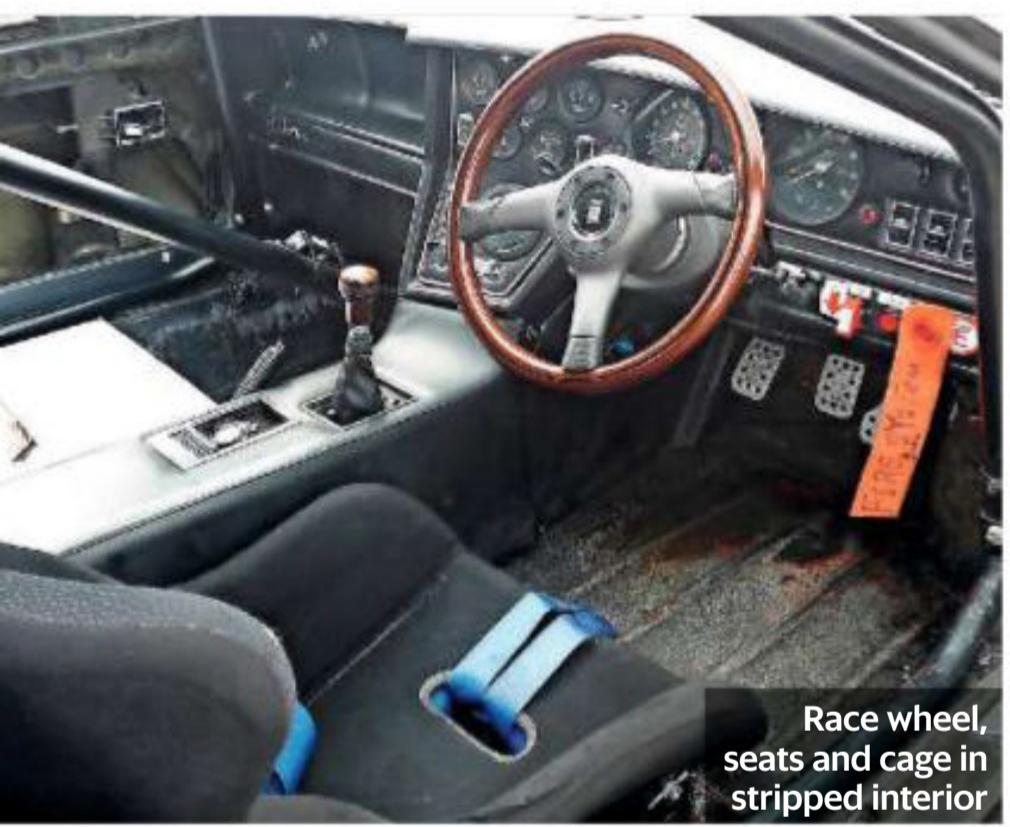
'It needed quite extensive panel work,' says Ian. 'It was rotten around the bottom of the offside A-pillar and the front wing on the same side was bad. I think it must have had a clout on the nearside at the back. Then there was the roof..'

Well, at least that was no longer a surprise. The Maserati's bare bodyshell departed for a stay with bodywork specialist Martin Willcox of Z-lines in Wellingborough, Northamptonshire. He decided the rot in the front wings needed a proper solution.

'I made new wings from scratch and tackled the nearside rear quarter, where nothing seemed to fit very nicely,' Martin says. 'I also had to remove the rollcage mounts and tidy up areas where it had been welded in. The structure of the roof frame was lower on the left-hand side and skewed round, so that needed a lot of patience, but the bent bonnet was a bit easier - I managed to persuade it back to shape without cutting or welding.'

With the serious metalwork out of the way, it was back to Ian Ransley. 'Sorting out the panel gaps means adjusting or filing





many edges and levels until they all work together cohesively, for instance around the front end where the bonnet, nose panel, wings and headlamp covers all interact.'

That roof cover panel, a good used example sourced by Andy, was now a better fit than the damaged original but the complex relationship between skewed roof, clamshell and damage-repaired rear panel left Ian with more painstaking fine-tuning to do before the Bora was ready for paint.

### Hand in glove

Simon Wilson used to know how many engines he'd rebuilt, but he's now lost count. Experience like that is a huge advantage but it can't fix every component. 'Once I started stripping down the engine I found that the cylinder heads had been skimmed to raise the compression ratio,' says Simon. 'In fact, they'd taken so much off that the heads were effectively scrap.'

That meant another hole in the budget, with even useable second-hand heads costing £2000 each or more. But at least this replacement pair, which Andy was able to source, came with a set of standard camshafts and indeed standard-sized ports and valves, all of which had been enlarged in the race-tuned heads.

The tuners had decided to raise the engine capacity to take advantage of the trick heads, by fitting oversized cylinder liners and pistons. This, at least, is reversible thanks to the Tipo 107 Maserati V8's removable liners. The process, though, is hot and heavy work.

First, the block is stripped. Then it must be heated to make it expand, something that's hard to do without a special chamber blown upon by a powerful heater, as used at McGrath Maserati. Then, with a special tool (see boxout) the liners are drifted out of the block from underneath.

'To fit the standard-sized liners,' says Simon, 'I fitted a fresh O-ring to the groove in the bottom of each new liner, covering them all with assembly grease. Then, when the block was heated again to about 140°C, I could take the liners and force them in. You do this by hand, with a welding gauntlet - grab the liner and force it into the block in one movement. If you hesitate or get it crooked, the heat can transfer to the liner, expanding it and making it jam.'

Simon had to be particularly careful with the centre pair of cylinders on each bank - their liners have flats that must meet each other perfectly. 'Once they were in, I quickly fitted a 25mm steel plate over the top of each bank and fastened it down with the cylinder head bolts. That ensures the block doesn't squeeze the liners up out of the bores as it cools.'

The crankshaft, which had rather a lot of material removed by the tuners in an attempt to balance it, could nonetheless be saved and Simon managed to re-use the connecting rods, taking advantage of another modification.

'The tuners had used non-standard pistons that took an undersized gudgeon pin, so they'd had to fit thicker little end bushes,' he says. 'In the end I just machined these bushes out by 1mm and we were back to the standard size and fit for the correct pin.'

Nonetheless, with new pistons, liners, cylinder heads, valvegear and even valve timing equipment - the chain, slipper pads and guides were all worn by the extra strain from race-strength valve springs - the engine had already become a £30,000 investment. Now the rest of the car had even more to live up to.

### Living colour

Fortunately, the bodyshell that had arrived back from Ian Ransley looked worthy of the very best.

'We applied a skim coat of filler to perfect the shape,' he says. 'After that we etch primed, then used two-pack primer which we left for a week to harden before dry sanding, then another coat of two-pack primer, then wet sanding to 400 and 800 grit before re-masking everything so we could apply the colour coat.'

Two or three days after that, the paint was flattened, polished and finally the closing panels went on and the whole car was fine-polished as one entity to achieve a consistent finish.

'The colour is Giallo Sprint,' says Ian, 'Which is a Maserati colour but a later, brighter yellow than this car's original shade.'

Matt Briffa, the car's owner, is an architect and brought his eye to the decisions over colour.

'I'm not really a fan of yellow cars,' he says, 'though I was drawn to Maseratis with more subdued colours. But they weren't Boras and I had to ask myself, what is the best colour for a Bora? Darker shades lose the drama of the shape and any contrast with the glass, for instance, is reduced.'

A similar process led to Matt's unusual choices for the interior. Here, what was once all black has become a tone poem in surprising shades - an aubergine hue for the dashboard and back panel, with cream hide for the seats and dash insert. Again, there's some thought behind it, and the way it works with the exterior paint. 'They are complementary colours,' explains Matt. 'The shadow of purple is yellow and the shadow of yellow is purple.'

'Bora seats are quite particular,' says Malcolm Barton, McGrath's talented and experienced trimmer. 'The ribbed cushioning on each one is trimmed with a single large piece of hide, fitted and stitched around those 29 pieces of foam.'

Make an error half-way through, and...well, Malcolm didn't. He did find another laborious job facing him though, because the panel behind the seats - previously trimmed in stretchy leatherette - had to be the same leather as the dash. And the hide was too thick to fit the contours of the panel, unless the whole thing was 'skived'. This is trimmer-talk for 'shaved down to a lesser thickness' and required attention from a special machine at the supplier's premises.

### Together forever

Nick Bowden, McGrath's workshop manager, took charge of building the car. Because of the way it's constructed, it made sense to complete the front and rear subframe assemblies as discrete units and then fit them after the work in the rest of the bodyshell was as complete as possible.

'We'd had the subframes blasted and discovered a couple of small holes, so we repaired these and painted them,' says Nick. 'Then we began building up the suspension and braking components using new caliper seal kits and new brake discs, which had to be separated from the bells of the hubs. Cain didn't enjoy that.'

This is Cain Rowan, who is with McGrath Maserati as part of a 3½ year course with the Heritage Skills Academy at Bicester. Andy Heywood has supported this programme and helped to write the original course syllabus.

'The discs had cracked from track use,' says Cain, who describes what happened

### High point

**'Seeing Matt's face when he viewed the finished car for the first time. That shape; the whole finish made such an impression'**

**Nick Bowden**

### MY FAVOURITE TOOL



**Cylinder liner drift**

Simon Wilson uses this hefty-looking item to knock cylinder liners out of Maserati V8 engine blocks. 'When you heat the block, the aluminium expands faster than the iron and loosens its grip on the iron liner,' he explains.

'So you turn the engine block upside down and use this, shaped specially to go past the crank webs, to push on the base of the liners, then knock it through with a mallet. Don't clean up the spigot [the bore the liner sits within] or you'll ruin the interference fit for the next liner!'



Citroën hydraulics look intimidating but aren't really problematic



Rear subframe built up and ready



next in our 'low point' box on page 84. 'I also replaced the racing polyurethane bushes with standard items and cleaned and re-bushed the old road-going Koni dampers.'

Nick adds, 'I tackled the doors quite early on, and they were a bit of a fight, getting all the old exterior trims to fit properly, so I had to cut them, trim them, polish them back up. Luckily they're stainless steel, like that roof.'

Ah yes, that roof. When Nick was happy with the fit, the panel went away to be polished, or rather textured with the specific transverse brushed pattern. 'It warped from the heat the polisher put into it, so we had to find a third one. This time we took no chances and I refinished it myself.'

Tackling the hydraulic system and the wiring loom was a prolonged job, re-using what was safe to re-use and replacing the rest. The system is driven by the main LHM pump, back from an overhaul and mounted on the front of the engine. Nick replaced the main accumulator sphere and the two extra ones for the braking system. Then it was a matter of assessing and plumbing in the lines that serve the brakes, the headlamps and the Bora's peculiar ergonomic system, stripped out during the race conversion.

'The seat goes up and down on a hydraulic ram,' says Nick, 'but it doesn't slide, so the pedals move back and forth on another ram.'

After battling to fill the crowded centre console containing the heater hoses, radiator hoses and heater valve linkage, it was time to raise the rear subframe, engine and gearbox. With the umbilicals connected, they had only to adjust the front and rear tracking and fill up the fluids. 'There are shims in every wishbone mounting - I had to make some half-thickness ones for fine tuning,' says Cain.

'The first time I drove this car was the first time I'd driven a Bora,' says Matt Briffa. 'It's a bit of an all-consuming activity and it demands your attention, though I have kept it outside my flat in London and commuted in it while we continue the running-in process. It will get used.'

Driving this Seventies dream car turns out to be a little like the restoration itself, says Matt. 'It's a lot of fun, but an involved experience! I've loved it though.'

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# BABY YOU CAN DRIVE MY PORSCHE

We take the ex-George Harrison Porsche 928S, fresh from a £106,000 restoration, for its first shakedown

Words RICHARD MASON Photography JONATHAN JACOB





Teutonic interior untouched since George's day, wearing well



Writer Richard sits in George's throne of V8-backtracked contemplation

**T**he 928 is Porsche's equivalent to Bob Dylan ditching his acoustic guitar for electric. The fans hated it. It just didn't look like a Porsche. Think about it - even the first-gen Cayenne SUV had a hint of 911 in its nose. Yet in the Seventies the 928 was planned as the 911's replacement. And this is the point, the Seventies challenged motor manufacturers like never before. The Middle East fuel crisis was sending oil prices into the stratosphere and Ralph Nader waged war with his book *Unsafe At Any Speed* giving particular attention to the rear-engined, air-cooled Chevrolet Corvair, to which the 911 was some sort of transatlantic spirit animal. Porsche concluded that a radical change was needed - especially in its vital US market, where emissions, economy and safety were suddenly mainstream. The 911 along with soft-top cars didn't look like the future.

While 1977's 928 was conventional in terms of its water-cooled front-engined layout, it was groundbreaking in its technology and clinched 1978 European Car of The Year - unheard of for a 'sports car'. Ex-Beatle George Harrison, a Porsche fan with two 911 Turbos to his credit, would have been aware of the normally

aspirated 4.5-litre 928 V8 and its promise of no turbo lag. The second iteration, the 928S, clearly drew him in with its 4.7-litre engine giving 306bhp and 0-60mph in 6.2 seconds, buying this example in 1980. We can now get a taste of what Harrison experienced back then, thanks to current owner Mike Pickles who has commissioned an as-new restoration of that very car.

Mike is keen for me to get acquainted with the car. He enjoys it through the reaction of others. 'You're sitting in the very seat George sat in and holding the same controls he touched. Notice the seats have black stitching, which was specified by George.' Surveying the interior is a familiar reminder of the late Beatle's automotive preferences - black over black, with a black flourish.

Settling in, it's easy to get a purposeful driving position, the electric seats having three planes of adjustment. The steering wheel angle is adjusted via a whale-tail-shaped lever under the column; it only permits vertical adjustment not horizontal, but the instrument binnacle moves with it, helping to maintain a clear view of the instruments. Space is enhanced by the centre console sloping away towards the windscreen, yet the heating and radio controls are still easy to reach.

Firing up the engine initiates a growling V8 warble. Before heading out I check the controls. Twisting the light switch

£106,000 restoration took George Harrison's Porsche 928S back to where it once belonged



appears to levitate the headlamps, Lamborghini Miura-style - a supercar-worthy feature not shared by its competitors of the day such as the Mercedes SLC, Jaguar XJS and BMW 635CSI.

In a strange car it's sensible to know how to get out in a hurry. I pull a small button on the door armrest, it comes off in my hand. Skilfully I fix it to discover that by pressing it the armrest extends towards me for comfort. Neat. The door is locked by a mysterious rotary knob whose function I discover later when I can't get out.

Harrison had specified the no-extra-cost, five-speed manual gearbox of the dog-leg variety; first gear is the counter-intuitive left and back manoeuvre leaving the other four ratios in the racing 'H' sequence. Depressing the moderately weighted clutch, which engages just over half way up, I select first. The Porsche is reluctant to move. Of course, the handbrake. Where is it? Frantic seconds of searching reveals it on my right next to the door, invisible under that extended armrest. It reminds me of an Austin A35 that I once tried. Little else in here does.

Accelerating gently, the V8 growl is amplified with the windows down and tiny electric sunroof open. Surprisingly there's no wind buffeting, no doubt an effect of the aerodynamics. Gathering speed through twisty B roads, the input needed is effortless, the balance near perfect. It's far cry from its oversteering predecessor. Porsche



#### OWNING GEORGE'S 928S

'After I got the 928 I needed to find a competent restorer,' says owner Mike Pickles. 'Anglia Car Auctions recommended CL Classics in Essex.'

It took the car in September 2017 and sent me bills every month. I've got at least twenty invoices for body and engine work. Someone added them up and told me it comes to £106,619.81.

I wasn't involved in the restoration, I just asked CL to get on with it because I'm not really into mechanical things in that way. But I do know it had a bare metal respray using five assorted primers.

Spare parts are expensive - £445 for a heater blower motor, for example. The engine is the only part that's needed minimal work. Even so it required a new radiator and water pump, timing belts and plugs. Then there was the suspension, brakes and drive shafts, which all needed renewal or refurbishment. The one thing I won't change is the interior - the seats, gear knob and steering wheel are those that George used when driving it.'



The 928 handling beats the longer Mercedes and Jaguar, which lack its agility

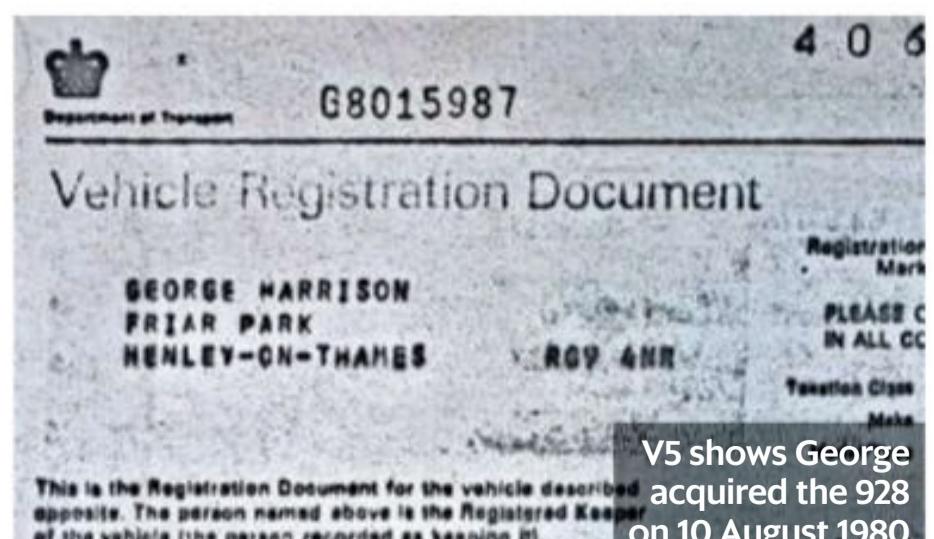


used a transaxle, helping achieve a 50/50 weight distribution, which is welcome on a car weighing 1500kg. The power steering is perfect on the move, so much so that I question whether it is in fact power-assisted because it feels heavy at parking speed. There's bags of feel, unlike the XJS which is over-assisted, and the Mercedes SLC with its vague recirculating ball system. For the luxury GT market this car was aimed at, it's clear why 80 per cent were automatics - its bountiful torque makes the 928 an obvious suitor for the optional three-speed autobox which was supplied by Mercedes. Offering only a manual would have been an instant dealbreaker for many Americans.

At speed I find the shifts easier, all the while keeping a mental note of which gear I'm in. The dog-leg gate tries to wrong-foot

me; accidentally I discover that car will pull away in third. Pressing on through twisty lanes sends the adrenalin rushing but for no good reason, the 928S is always planted on the tarmac. The power brakes need encouragement although adjusting the seat helps to get the ideal angle of shove. North of 2500rpm the V8 pulls with urgency and uproar, while road noise increases with speed. Later I discover that the rear suspension turrets intrude into the cabin, no doubt helping to telegraph noise inside.

The 928 is everything the 911 isn't - spacious, opulent, smooth, effortless and clinically efficient, with none of the angst associated with tail-happiness. It's a clear break from Porsche norms, or at least those of that era, with innovations such as passive rear-wheel steering increasing stability during cornering



## [George Harrison's Porsche 928S]

and braking. Although the suspension is firm, even potholed British roads don't unsettle the 928, and bumps that do infiltrate are addressed by the Swedishly comfortable seat.

Settling into a steady cruise, I ponder the massive challenge Porsche had set itself with the 928. It was alienating loyal customers and simultaneously invading the territory of German arch-rivals Mercedes and BMW, not to mention Jaguar, Aston Martin, Lamborghini and Maserati. Yet the 928 remained in production for 18 years, a sign of certain success even if the 911 did survive beyond its supposed replacement.

The 928 doesn't outpace its competitors in all respects; it's less accomodating for a start. Although the rear passengers are treated to their own sun visors, there's nowhere for their legs. Image is another 928 minus, the Porsche name having being enmeshed in the sports car segment and the 911 casting a long shadow. Not an issue today though. Interrupting my ponderings, the engine signals that some cylinders have gone awol. Power is down requiring more gear shifting; up to now it would pull effortlessly in any ratio. The misfire becomes more apparent and I'm glad of the manual gearbox giving me better control of the situation than an automatic would. Mike warned me the car hadn't been used since the restoration in April 2019. Even modern classics don't like inactivity.

In Harrison's time he was fortunate to be living near the respected Porsche engineer Chris Maltin, based in Henley. Chris would have sorted this misfire out in no time. Chris sold George not only the 928S in 1980, but a rare and - naturally - black 924 Carrera GT in right-hand drive. Harrison's cars were a familiar sight around Henley on Thames, home of his 30-acre estate, and the Oxfordshire A and B roads suited the 928 perfectly.

Harrison was a fixture of the Thames Valley Rocker Set along with Joe Brown, Jon Lord and Ian Paice of Deep Purple to

'The 928 is everything the 911 isn't – spacious, opulent, smooth.'

928S equipped  
Harrison with  
306bhp and no lag  
from its 4.7-litre V8



## [George Harrison's Porsche 928S]

mention a few. Paice recalls Harrison showing up in cars that were often faster than anyone else's. Then there were trips to The Crooked Billet pub where Harrison would have jam sessions. Fans would linger outside his home and occasionally be rewarded by him stopping to sign autographs. A faded black-and-white photo captures one such moment with the 928S. But when John Lennon was murdered in December 1980, Harrison withdrew, fearing the same fate might befall him, as it almost did in December 1999. He sold the 928S in 1983 with about 11,000 miles on the clock. In the next decade he favoured Mercedes with AMG modifications like a black 500SEL AMG, now also owned by Mike.

Ironically the 928 never replaced the 911. Dreaded draconian US legislation never materialised and both models sold side by side, placating 911 fans while attracting a new customer segment for the boulevard cruising 928. All told, ten evolutions of the 928 appeared, with the S4 breaking the land speed record for a normally aspirated production car in 1986, clocking 171mph at Bonneville. Porsche sold 61,000 cars from 1978-1995, with the 928S accounting for 8000. Today's Panamera sits on the shoulders of the 928 via the one-off four-door 928 made in 1987, and the 1992 Porsche 989 that never went into production. Maybe a four-door Porsche back in the Seventies would have been more than the fans could tolerate. However, in retrospect, the 928 created a new and evolving segment. Today enthusiasts marvel at its innovations and performance equal to its iconic ancestor.

Harrison's 928S, which passed through seven other custodians before Mike had

the winning bid for it at auction in 2017. 'I bought it because I am planning a design museum called The Butterfly - although it's still a chrysalis - and I wanted a 928 for the museum. To me cars have a beauty in their design that inspires future generations. Just think of all the great car designs. I knew the auctioneer, Omega, and dropped by to see the 928 en route to Manchester Airport. I was going to America. I never even sat in it and didn't think I could afford it. I submitted a bid and left for the States. I was shocked to hear I was the top bidder.'

The vendor, Raj Sedha, paid just £2000 in 2003, buying it at auction for spares. He didn't realise the significance of George Harrison until his wife explained. By now the speedo read 119,000 miles. After light restoration Raj decided to sell, securing £37,500 after commission, although Mike had stumped up £45,000. Mike sent the car to CL Classics in Braintree Essex. 'You'll never believe this but their address is Harrison Drive. My intention was to get the car back to what it was like when George had it. I've hardly driven it since I got it back. Too busy with my business.'

'I think this car is special because of its fresh design. The curved rear side windows are a thing of beauty. The rear is sheer elegance blending in with a shark-like nose. Who would have thought of that? And yet it works. I'm told the rear spoiler's missing but I think it looks better without.'

'For me it's that intersection of design and music that makes this car magical. George was a perfectionist, I think that's one of the reasons he bought it. I wish I knew why he sold it. Maybe because he ordered the Mercedes 500SEL AMG.'

### 1980 Porsche 928S

**Engine** 4664cc V8, sohc per bank, Bosch L-Jetronic fuel injection **Power and Torque** 306bhp @ 5900rpm, 295lbft @ 4100rpm **Transmission** Five-speed manual, rear-wheel drive **Steering** Rack and pinion, power-assisted **Suspension** Front: cast aluminium wishbones, anti-roll bar, coil-over dampers. Rear: Weissach rear axle with passive rear wheel steering, independent coil springs, transverse upper links, semi-trailing bottom arms and anti-roll bar **Brakes** Servo assisted ventilated discs with ABS all round **Weight** 1500kg **Performance** 0-60mph: 6.2sec; Top speed: 158mph **Fuel consumption** 28mpg **Cost new** £30,000 **Classic Cars Price Guide** £9k-£24k

Harrison owned the 928S for three years and 11,000 miles. Now it's restored to as-new condition, owner Mike gets to taste that experience



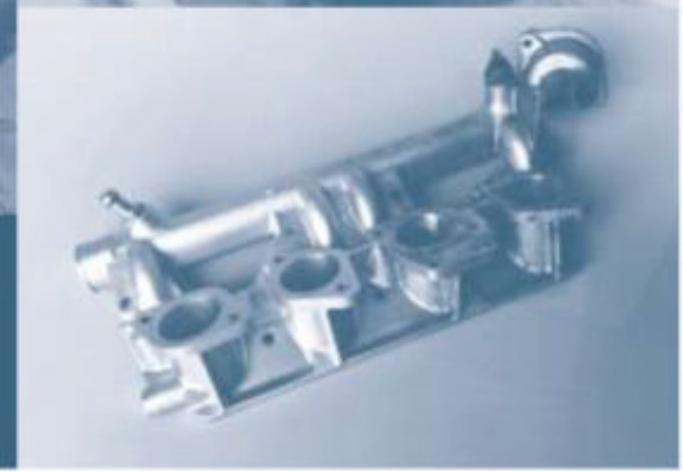
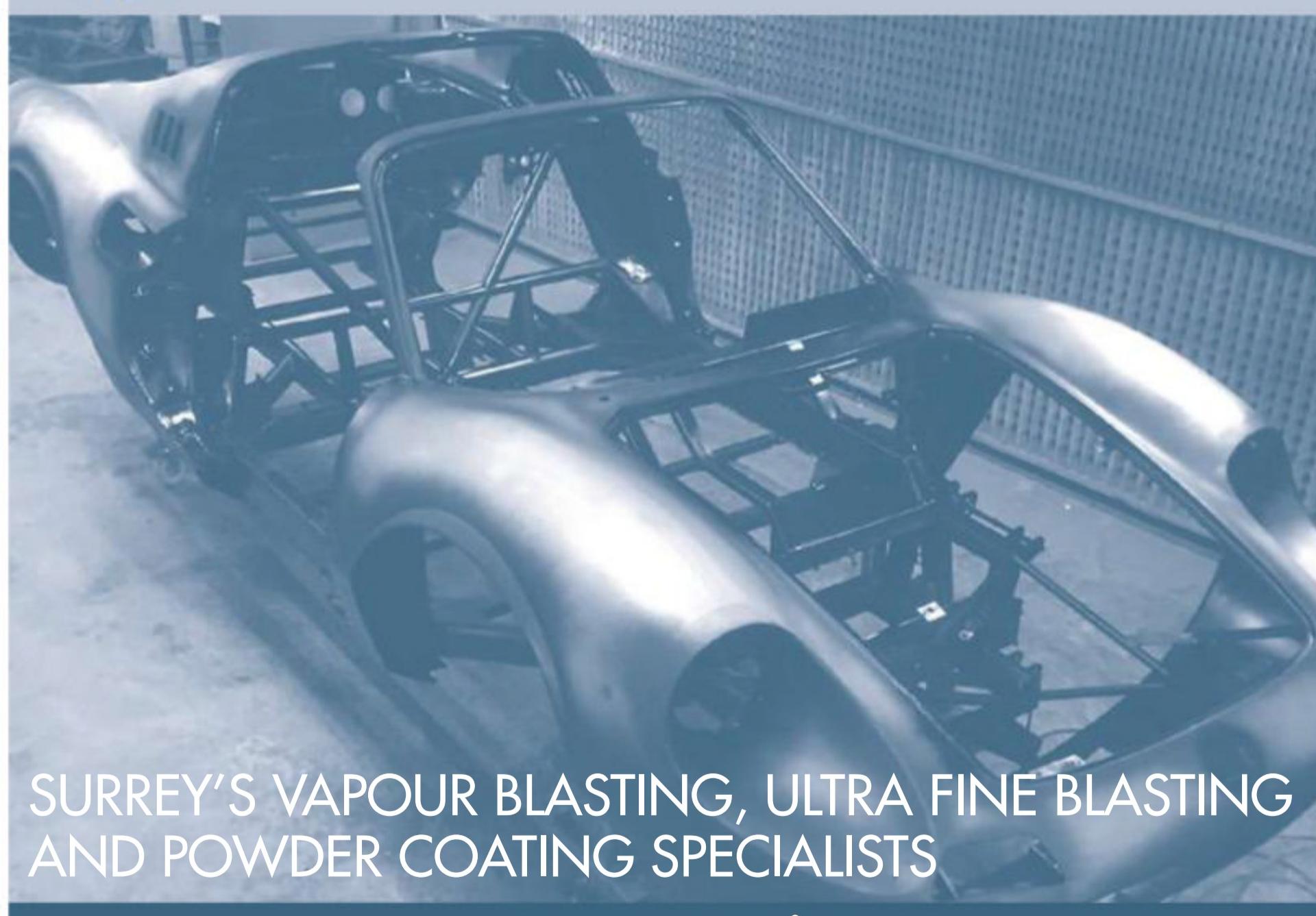


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1986: outside  
the Bryant  
house in Bexhill



1978: the new  
Viva arrives at  
Anne's house

# [Life Cycle]

# The life story of a Vauxhall Viva

Nicknamed 'Sausage', this Viva HC's life experiences include rear-ending an egg van and initiating a 40-year marriage.  
We hear from the couple it helped to create

Words ANDREW ROBERTS Photography NEIL FRASER

## January 1978 - Anne Rushin buys a Viva for £2498.39

In January of 1978 the former Anne Rushin, then a solicitor's probate clerk, paid a visit to Coombs, her local Vauxhall dealer in Bexhill-on-Sea, to buy a new car. However, this mission did not prove entirely straightforward. After more than four decades, she still remembers the day vividly, 'Almost as soon as I walked inside the showroom, the salesman seemed so disinterested. Then, when I did finally gain his attention, he kept urging me to order a Chevette saloon. But I knew I wanted a Viva'.

At that time, the future Mrs Bryant had already been an enthusiast of the compact Vauxhall for thirteen years. 'And I knew what I wanted,' she asserts.

'My first car was a Fiat 500, which I jointly purchased with my sister back in 1964. We also learned to drive in the Cinquecento. Sadly, it met with an accident in the following year when a bus ran into the back of it at a pedestrian crossing.'

Although that 500 was repaired, a brand-new Viva HA succeeded it on the Rushins' driveway. 'After the accident we wanted a somewhat larger car with the protection of a bigger boot.'

Anne became that original Viva's sole custodian at the end of the Sixties, and she carefully maintained it with the result that it went on to outlast many of its contemporaries. This was quite an achievement, given

the first-generation Viva's propensity to corrode away was particularly enthusiastic.

'By the late Seventies, my parents were advancing in years; they found it increasingly difficult to access the back seat of a two-door Viva. The time had arrived for its replacement - and the gentleman at the Bexhill-on-Sea branch of Coombs thought a brown four-door Chevette perfectly fitted the bill.'

The logic behind the salesman's reasoning was understandable, if futile. At that time, Vauxhall's interpretation of the GM T platform was less than three years old, with the four-door saloon version debuting in 1976. By contrast, the HC was approaching its eighth birthday, and Vauxhall was anticipating its demise in 1979 - it is quite surreal to realise the Viva was discontinued just a few months before the Astra's debut. Anne recalls, 'The salesman was really pushy and keen to extol the virtues of the latest small Vauxhall, but even after agreeing to test-drive it, I still insisted on an HC. My experiences with the HA made me a fan of the genre, and my main problem with the Chevette was that it was just not a Viva!'

But placing an order for a new four-door HC in early 1978 was far from a straightforward process. At that time, the factory was producing far more two-door variants; the Viva remained a popular choice with fleet buyers and as police panda cars. Coombs was obliged





1982: Richard repairing the HC after the 1981 accident



Anne and writer Andrew marvel at the replacement 1256cc engine



A once ubiquitous sight, a Viva HC in action. It's probably better today than when it left the factory in 1978

to contact several other Vauxhall dealerships and they finally obtained Anne's Jamaica Yellow Viva 'from somewhere up-country', so she was told.

Finally, on the 11 February 1978, Anne visited Coombs to collect £2498.39 worth of Viva. 'The price included a discount of £224.80 and a £6.50 charge for number plates. To this day, I can still remember the experience of signing the paperwork. I don't like change and I was apprehensive of taking a new car and having to get used to any differences. My decision was based entirely on the need to change to a four-door to enable one of my elderly parents to get into the back. Ideally I'd have preferred to keep the old HA Viva.'

Her Vauxhall of choice was the mid-range L with luxuries beyond the dreams of anyone who drove the entry-level 'E' - namely front door armrests, a cigarette lighter, a rear ashtray and a passenger sun visor. It is a mark of how remote that 1978 now appears that a stainless steel fuel cap and an internal bonnet lock once could be deemed sales features.

As with all good cars, the Viva soon gained a nickname. 'I named it "Sausage", which was, and still is, my way of remembering the registration number. It stands for Sizzling Hot Chipolatas 864 Sausages.'

Anne was highly taken with her new HC. Still, she soon discovered that the Vauxhall was not exactly trouble-free, remarking, 'I found various defects that were dealt with by the dealer under warranty,

## 'I named it "Sausage", which was, and still is, my way of remembering the registration'

including problems with the boot and various paintwork issues. In addition, the speedometer needed replacing after 7000 miles, and there was an ongoing challenge of high oil consumption.'

When Anne took her mother on a week's holiday in 1980, the Viva's heavy oil consumption became more notable. 'It was a long journey and the engine was forever becoming too hot; we had to stop constantly. On returning to work, I mentioned this concern to a junior partner in the firm of solicitors who was also a car enthusiast - a gentleman named Richard Bryant. He volunteered to investigate, and he eventually took over the Vauxhall's maintenance, fitting an oil pressure gauge and a passenger door mirror.'

The next chapter in the Viva's adventures took place on the Christmas of 1981, by which time Anne and Richard were courting. Richard explains, 'We were travelling to the Midlands to visit my parents. Anne was driving us along the A21 from Hastings to London, and as we were approaching Lamberhurst, it had started to snow, and the conditions were generally awful. We were going down a steep hill towards a stationary traffic queue when we skidded across the road and embedded ourselves into an egg van'.

Fortunately, Anne and Richard were uninjured, but the Viva suffered damage to the nearside front wing and a stoved-in front passenger door. Mr Bryant undertook their replacement and, in what must be one of the few recorded instances of an Ellesmere Port motor car resulting in romance, he married

Anne in the spring of 1982. The Vauxhall remained part of the Bryants' fleet, but the HC's excessive thirst for oil persisted. Richard explains, 'We attempted to resolve this issue by having the engine professionally overhauled by the Sussex branch of Lucas Service at the beginning of 1984. The problem seemed lessened - but did not entirely vanish.'

By February of that year, the Bryants embarked on another long journey in the Viva. 'We were travelling to Scarborough to the funeral of one of my aunts; the trip remains very vivid in my memory. As we approached Middlesex, Anne and I noticed the Vauxhall appeared to be surrounded by a mysterious cloud of blue fumes. We pulled over to investigate this ominous sight only to discover the engine was leaking oil at a considerable rate. A newly applied engine seal had failed, resulting in fluid spilt onto a hot exhaust - hence the fumes. We made for the nearest service station for an emergency purchase of two gallons of oil.'

The northwards drive continued, but the Vauxhall required frequent top-ups, and by the time the Bryants reached the Watford Gap, their emergency supply of oil had been exhausted. Richard continues, 'I called the AA, and the patrolman took me in his van to a car hire centre off the next motorway exit. I hired a Fiesta and returned to the Gap for Anne. As for Sausage, we put the keys in her exhaust pipe and had her returned to Lucas Service for yet more repairs - free of charge.'

Our mood hardly improved on discovering that our hired Ford suffered from a slipping clutch.'

Between 1984 and 1994 the Bryants continued to drive the Viva regularly, but as the decade progressed and the ranks of HCs on British roads began to thin out, they found

its repairs and maintenance more or less ongoing. 'I believe this was because of the mileage and indifferent quality of construction; there were just more and more faults appearing,' says Anne.

Richard had a nearby engineer Barry Gandon replace the Stromberg with a Weber carburettor. 'That markedly improved the performance, but the Vauxhall still displayed a remarkable thirst for oil,' he says.

In 1994 the Viva turned 16. Anne recalls, 'The bodywork was getting tired and rusty, so I decided to have a comprehensive overhaul rather than piecemeal repairs. These included a body rebuild at a local body shop, including new front wings, sills, driver's door, boot lid and rear wheelarches, plus a respray.'

The Bryants also obtained a replacement Unipart gearbox from a Doncaster supplier and a completely new 1256cc engine from Speedy Spares of Brighton, which Mr Gandon fitted. It was only then that the oil consumption saga was finally resolved.

The Vauxhall's refurbishment did not cease there because local firm Uptons of Hastings replaced the original distinctive plaid upholstery complemented by a new floor covering. Anne says, 'It must be the only Viva with an Axminster carpet! The cost of such repairs was £2600 - not far removed from the original price. That said, when the work was complete the HC's condition was definitely better than new.'

Since its restoration, the Bryants have driven the Viva regularly, in rotation with the ten other cars in their fleet which comprises an 'all-steel' Morris Mini

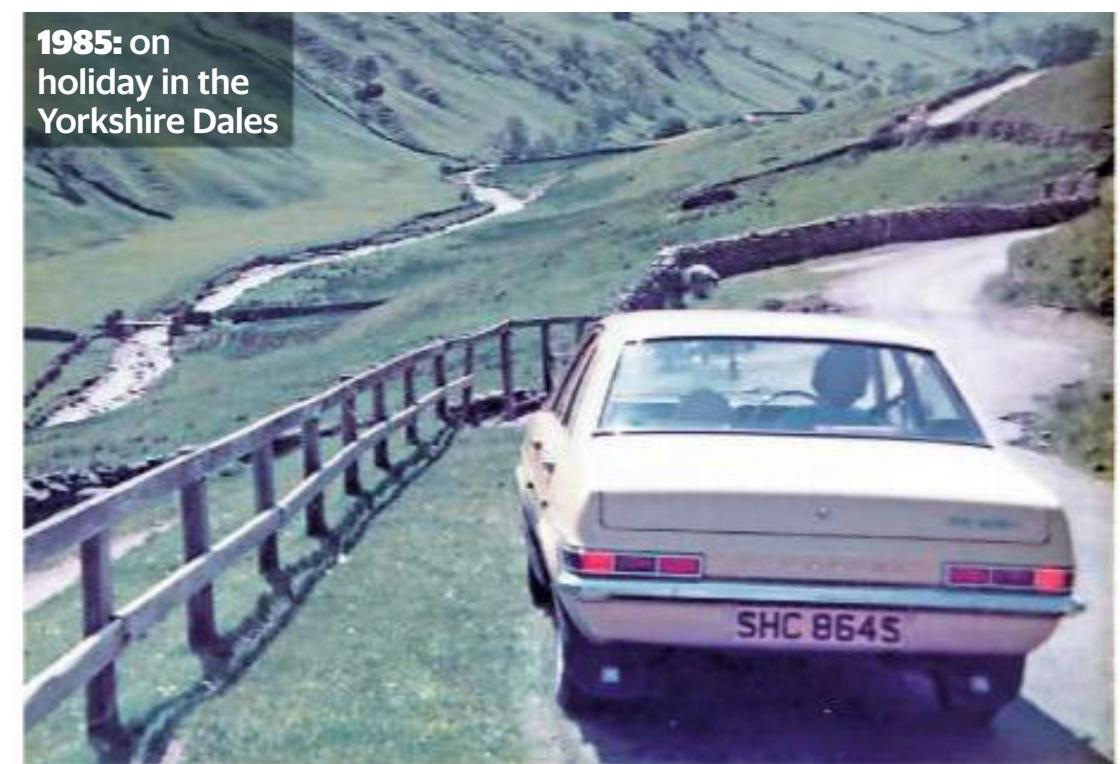




Andrew admires the Viva's charmingly minimalist fascia



1994: visible rust led to more rust



1985: on holiday in the Yorkshire Dales

The Viva's lines reflect its intended Canadian export market



1994: looking as god as it did in 1978



1994: Axminster carpet is fitted during rebuild

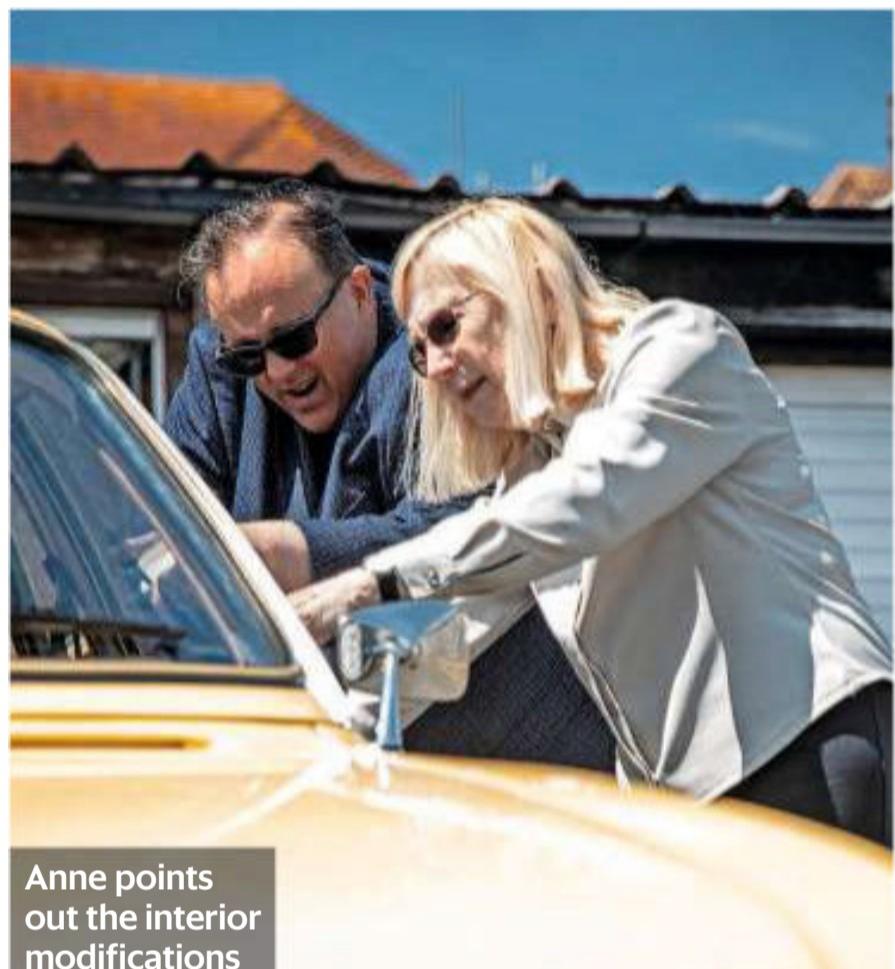
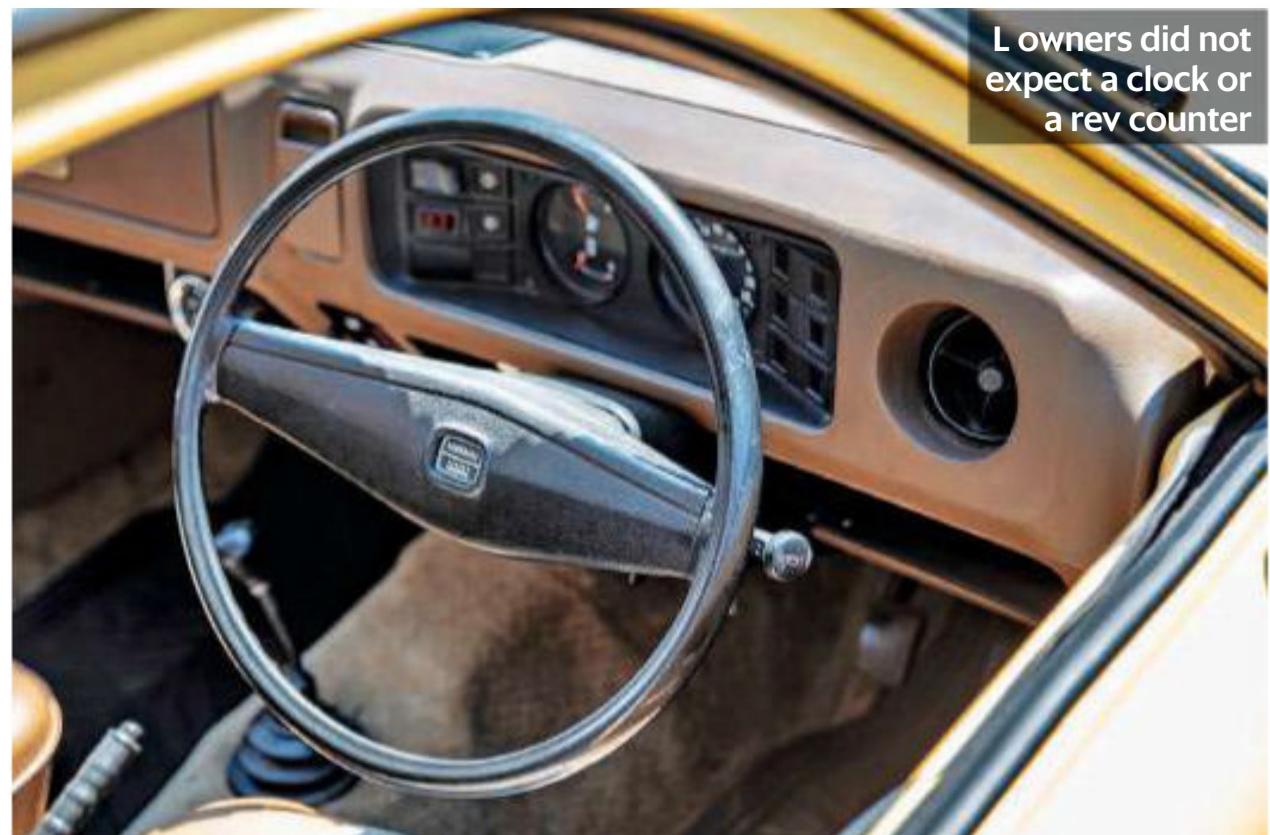


Circa 1995: Anne at a Viva Owners' Club event

**2005:** the Viva in *Fast 12* Coupe  
the 'Non-Rover Class' at the South East Rover Rally



Owners did not expect a clock or a rev counter



Anne points out the interior modifications



Sausage is primed for another 43 years of faithful service

## 'We keep it because it's easy to drive, useful, and for sentimental reasons. But it's not a show car – we use it'

Traveller, Rover Sterling, Land Rover Freelander, Range Rover Vogue, Morris Minor 1000 four-door, Rover P5 3.0-litre saloon, 1932 Morris Minor Van, Rover P4, Rover Sixteen and a 1926 Australian-model Rover 9/20. It is quite a shock to realise the Viva is now as rare or even rarer than the latter. However as Anne states firmly, 'The Vauxhall is not just a show car - it is used. As soon as any problem occurs, we rectify it.'

The Viva has now covered over 111,000 miles, and as Richard explains, 'We keep it because it is easy to drive, very useful - and of course for sentimental reasons, given that it instigated a happy marriage that will celebrate its 40<sup>th</sup> anniversary this coming spring.'

'Over the past 27 years, the HC has undergone some further professional body repairs to deal with any corrosion issues,' adds Richard. 'In 2020 Simon Ainsworth Engineering overhauled and re-treated the underbody with black Waxoyl, and the condition remains what I call "1978 Showroom". In recent years we haven't used the Vauxhall as holiday transport - but it is still primed for any journey to Lewes or Brighton.'

From a 2021 perspective, the Bryant Viva appears incredibly diminutive for what was once regarded as a 'light-medium sized car'. Anne remarks, 'It's hard to imagine it as a five-seater.' Out on the public highway, other road users hover ominously close to the rear bumper in an attempt to learn its identity, while pedestrians take photographs, point and generally

gawp. Not to mention the inevitable, 'I had', or 'My dad had', or 'My granddad had one of those.' Indeed, we discover that our photographer, Neil Fraser's grandfather had one as well.

Today Anne and Richard are used to the attention, but in the late Seventies, few, if any, Griffin-badge enthusiasts could have anticipated such reactions. At that time the Viva was virtual street furniture, as common a sight as a fading Watney's Red Barrel logo or a gang of ageing Teddy Boys in a Wimpy Bar.

Various details in the cabin betray the age of the HC's design by 1978; the hazard warning lights switch, hiding on the left of the steering column, is an apparent afterthought. The many switch blanks further denote the L derivative's status in the manufacturer's line-up. The facia layout also reflects Vauxhall's major Canadian export market needs; it could easily be adapted for lhd.

Above all, the Bryant Vauxhall looks good with its charmingly transatlantic lines, and it has the power to induce industrial quantities of nostalgia in those of us of a certain age. On hearing that distinctive transmission whine, some, like me, are instantly transported to a time of *The Kenny Everett Video Show* and Radio One playing *Mr Blue Sky* for what seemed to be months. The vibrant Viva named 'Sausage' truly epitomises Vauxhall's 1978 slogan of 'Smartly practical. Sensibly priced'. And, soon, the Bryants will inspire the words, 'My great-granddad once drove one of those...'

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# Seven steps to buying a Lotus Elan M100

It's the cheapest way into a Lotus right now – here's how to avoid the pitfalls

Words RICHARD DREDGE Photography TOM WOOD

**E**very generation has its ‘least-loved Lotus’, that oddball that leaves a pocket-money-sized way into the marque. But as the big Seventies GTs attract full restorations and Elise prices firm up, everyone’s forgotten about the radical front-driven Elan M100. It may have an unorthodox layout for a Hethel car, but it outhandles hot hatches, delivers near-supercar oomph, and is far more practical to live with than any Lotus since. Nowadays it’s possible to find them for sale for less than £5k – but should you buy one like this?

To guide us towards a good one, we enlisted the services of long-term Lotus dealer Paul Matty, Steve Roberts of Lotus restoration specialist SJ Sportscars, and Paul Clugston of UK Sports Cars.

## Which one to choose?

► The Lotus Elan M100 was launched in late 1989 in standard normally-aspirated and turbocharged SE guises. Very early cars feature a bizarre ‘opera glasses’ headlight arrangement, with the lamps hinging forward Porsche 928-style, pushing up the

### [ What to pay ]

► The normally-aspirated Elan is the runt of the litter, with scruffy ones theoretically available for as little as £3500. ► The much more numerous SE Turbos command at least £4k in roadworthy condition, but are likely to give trouble. You’re better off spending £6k-£8.5k if you want to avoid serious work. ► S2s are the most desirable, with a £1k premium at every level over SEs; dealers asking £10k or more for low-mileage minters. Due to sheer curiosity value, Kia Elans tend to be sold for S2 prices too.

broad headlight lids. This was soon altered to a more conventional system after less than a year. Although less expensive, only 129 examples of the normally-aspirated car were built, compared to 3726 SEs, before production ended in 1992. US-market cars had longer bumpers and an airbag-equipped steering wheel.

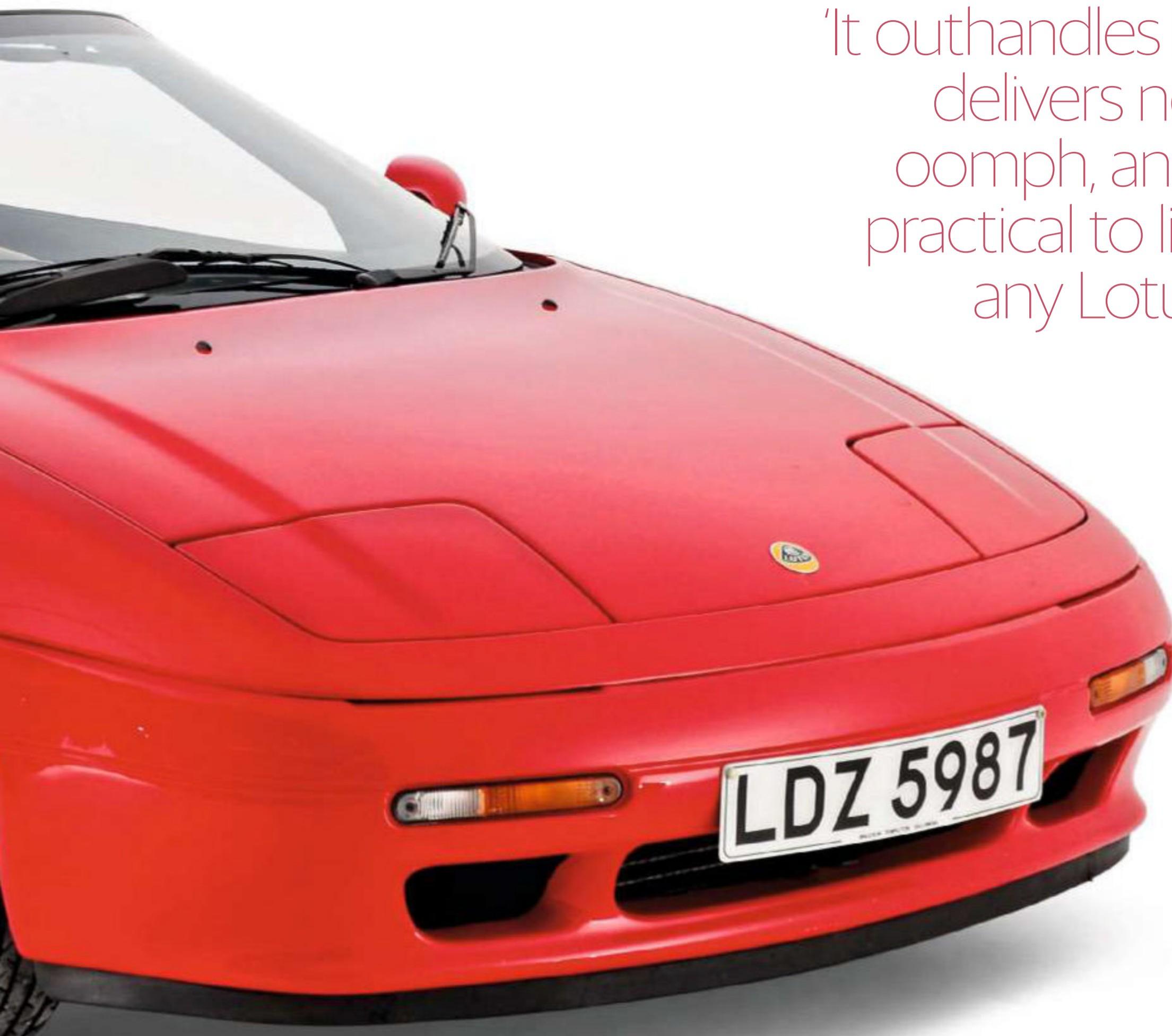
► Elan production was initially curtailed by a combination of recession, engine manufacturer Isuzu discontinuing the Elan’s power unit, and Lotus’s sale to Romano Artioli. However, as the new Artioli regime took over, 800 unallocated engine/transmission units were found at Hethel, so the Elan was put back into production in 1994 as the S2, in turbocharged form only and with firmer suspension. Sales continued until 1995 and the launch of the new Elise.

► After Lotus sold its last Elan S2, the project was sold to Kia in South Korea, where the cars were built and fitted with 1.8-litre normally-aspirated Kia engines. Produced from 1996-99, 1056 were built.

## Bodywork

While the Elan’s chassis wasn’t galvanised, it did get a Dinitrol treatment, something which should have

'It outhandles hot hatches, delivers near-supercar oomph, and is far more practical to live with than any Lotus built since'



been included in an annual service. Without regular rustproofing, corrosion breaks out - especially at the rear of the chassis. Replacements are unavailable and the work required to put a rotten chassis right will easily exceed the value of the car. The wishbones also rot - replacements for the front are £400 per pair and rears are £600 apiece plus nearly £200 per corner to fit.

The glassfibre bodyshell has so far proved durable. Until the Elan arrived, most Lotuses were built in two halves (upper and lower sections), but this car changed all that. There are 63 different composite panels, with a further 17 used for versions of the car sold in non-UK markets. The outer panels at the front are bolted on, those at the rear are glued together. Because they're not load-bearing they're a mere 2mm thick - although most of the panels such as the door casings, bumpers and bulkheads are much thicker. There's little chance of cracking or crazing, and apart from stone chips on the nose you're unlikely to encounter anything worth worrying about. One note of caution, though: if you're looking at a car finished in red and the colour has faded, the only long-lasting solution is a complete respray, something costing around £9500 - and make

sure the specialist doing it knows how to spray the Elan's combination of glassfibre and plastic bodywork.

#### Engine

The 1588cc Isuzu 4XE1-MT engine is compact, light, powerful and durable. A thoroughly modern powerplant (for a classic), it will keep going as long as it's properly serviced. The key is fresh fully synthetic oil every 5000 miles. The cambelt does wear out - it's generally recommended that it's replaced every 50,000 miles or six years. If the belt breaks and valves hit pistons, a rebuild will be required - or an exchange engine that will set you back at least £2000.

The IHI turbocharger lasts as long as the engine if the oil is changed frequently; its lifespan will be increased significantly if the engine is allowed to idle for a few minutes before being turned off to let the turbocharger and its bearings cool down more evenly. If it fails, replacing it is an involved job that will swallow £1200. There's just one weak spot with the powerplant - the cam angle sensor. This fails, causing the fuel injection system to malfunction. Sometimes the engine warning light illuminates when this happens, but not always

A front-drive Lotus may be anathema, but the M100 handles well enough to live up to the badge



An interior with rattly trim is all part of the territory with M100 ownership. Water-tight roofs are a rarity too – and expensive to replace if vandalised



- it's not a disaster though; a new sensor is just £150 and fitting it is less than an hour's labour.

The steel exhausts fitted to the cars are rot-prone. Stainless steel replacements are available for £450.

#### **Transmission**

Because it's so strong, there's little chance of the five-speed manual transmission giving problems, even if the engine has been upgraded. Hard-driven cars may be suffering from a slipping clutch, but you simply need to feel for slipping as you accelerate hard through the gears; also check that the clutch doesn't reach its biting point towards the top of the pedal travel.

The gear linkage isn't so tough. The ball link on the end of the cable will break away, leading to difficulty selecting some of the gears. This means you'll still be able to drive the car, you just won't have all five ratios. Fixing the broken linkage is cheap and easy, though.

#### **Steering & suspension**

Steering racks have proven to be weak; with many being replaced. Fitting a new one is a hassle which will cost you £318 on an exchange basis. The Elan's suspension is as tough as the rest of the car, although the dampers can leak - a swift visual check will soon

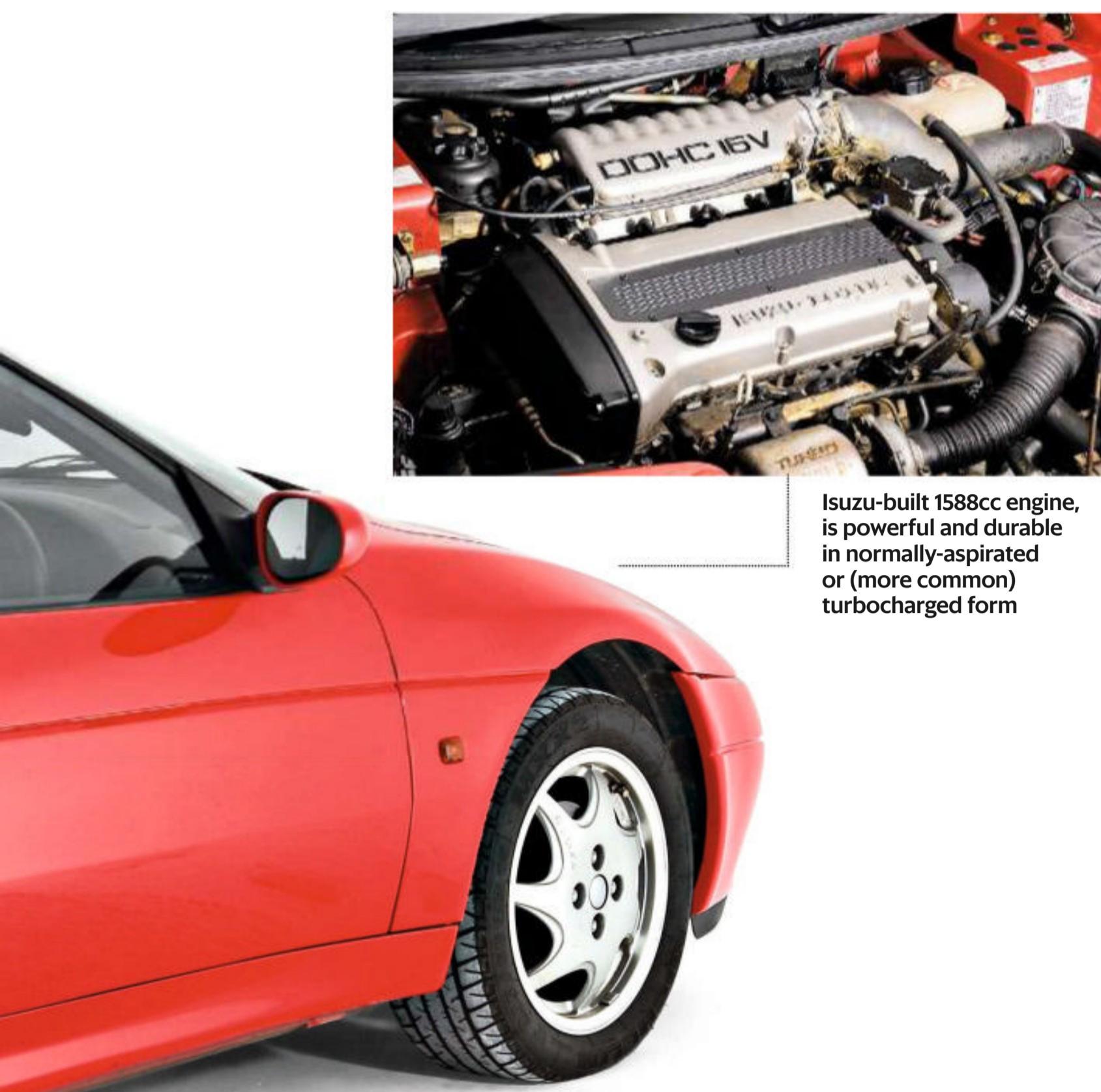
establish whether replacements are due or not. If one is leaking or worn out, both sides will need to be replaced; non-adjustable front dampers are £250 per pair, while adjustable rear dampers are £165 each.

There are a multitude of suspension bushes that can perish, but unless the car has been mistreated or driven really hard, it's unlikely that you'll need to get your wallet out. If any new bits are needed, they're easily available off the shelf. Of more concern is suspension that's out of alignment - this is guaranteed to lead to wayward handling and uneven tyre wear. It may be because the car has been in a shunt, but more likely is simply because of some heavy kerbing.

#### **Wheels & brakes**

Series I Elans were fitted with 15-inch alloys, although American cars got 16-inch wheels instead, with all the wheels made by OZ and featuring seven spokes. Made of soft alloy, those original wheels haven't aged well and they're now obsolete, which is why many Elans sport aftermarket replacements.

There are no worries with the Elan's braking system, because it's completely conventional. However, the front brakes could be stronger, so some owners fit grooved discs and harder pads, although a four-piston



Isuzu-built 1588cc engine, is powerful and durable in normally-aspirated or (more common) turbocharged form

## 'Running costs are on a par with a Vauxhall Astra'

conversion is available for £1400. Whatever is fitted, the rear discs can corrode if the car is stored outside.

### Trim & electrics

Expect plenty of rattles from the interior trim – but most owners learn to live with it. Something that's much harder to sort is a damaged roof. They're strong, so only likely to need replacing if vandals have struck. However, the folding roofs never effectively sealed the cabin from the elements, so don't expect any hood to be completely watertight – although Series II cars were better. Expect to pay £550 for a new roof and up to another £400 for a set of seals.

Electrics can be temperamental and things aren't helped by that plastic body. The Elan's electrical problems aren't just down to poor earths though – motors for the windows and headlamps play up. Replacement parts are affordable, but it will be an expensive fix if you have to call in the professionals – some repairs are very time consuming. Check that things like the windows, central locking and flip-up headlights are functioning correctly. A common interior fault is a sagging driver's seat, but it's easy to fix. All you need to do is buy some fresh clips to hold the base cushion in place and turn the cushion over.

The M100's composite body won't rust – but the chassis underneath will if it isn't protected

### [Owning a Lotus Elan M100]

#### **Andy Barber, Diss, Norfolk**

'I'm Norfolk born and bred, so my dream was always to own a Lotus,' says Andy Barber, who bought his 1992 SE in 2013 and used it as his wedding car. 'The majority of components are General Motors, so it's a good idea if you need to replace anything to check the part number to see if it has a GM stamp on it, and see if a Vauxhall specialist has one – a Lotus dealer will charge a lot more. Bespoke Lotus bits like the roof are hard to get hold of and don't fit well – most Elan owners carry towels with them if it rains.'

'But other than the roof, they're bulletproof. The engine is the most reliable unit ever fitted to a Lotus. That said, the brakes aren't brilliant, and are marginal at every MoT. Pop-up headlights are notorious for jamming open or closed, but it's usually degraded nylon bushes at £25 each.'

'I have mine serviced ever year at a Lotus specialist, but running costs are on a par with a Vauxhall Astra. There tend to be two types of M100 owner – daily and weekend. The daily drivers are more likely to suffer chassis and suspension corrosion; weekend cars tend to be garaged. Mine is Waxoyled every year and I've had no problems.'

#### **Nick Walker, Halifax, Yorkshire**

Nick has owned his Elan for 13 years, although he admits he went about buying it the wrong way. 'I got one in very poor condition; I was just excited that I could afford one, but after taking it for its first service I realised how much work needed doing,' he says. 'Both front and rear wishbones were corroded, but luckily I got a used set very cheap, taken off a car in Italy. The brakes needed refurbishing, which cost £600. New coolant hoses and an aluminium radiator was another £600. The heater valve always goes, but you can get them from Lotus Elan Central club group for £20. I've had to replace the plug leads and coil packs a few times now – a common occurrence resulting in a misfire.'

'I've recently had it resprayed for the third time. Not everyone knows how to deal with the Elan's combination of plastic and glassfibre panels, and the final respray ended up being £9500-worth.'

'Watch the weather seals. These were the first things Lotus applied to the structure when building it, so if they need replacing they need a full stripdown. But once the you get it sorted, these cars make a fantastic practical classics. I commute to work in mine in summer, and the boot will swallow a whole camping trip.'

### [Sponsored by Carole Nash insurance]



Peter McIlvenny of specialist classic car insurer Carole Nash says, 'As Lotuses go, the M100 Elan is still a little unloved as a classic and as a Lotus. This is mainly because of its front-wheel drive set up.'

But this is a tough little car that will give you plenty of smiles if basic servicing is carried out when it's due. Values are still pretty low for a Lotus, with project cars around £3750, but if you are looking for a Series 2 minter you'll be looking up to £13k.

'That said, a mid-priced car at around £8-9k should give you plenty of fun and a decent return on your investment over the next ten years as we see these cars start to become more appreciated for what they are.'

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Lotus Elan SE Turbo M100 in Norfolk Mustard. New MoT, new battery, very good hood, very good rear window. Mine for the last 18 months and currently registered to me and SORN. Starts instantly and drives very well. Originally supplied by Bell & Colville, includes owner's handbook, some stamps and invoices, old MoT test certificates. Only 400 miles in the last three years, total mileage 140,000.

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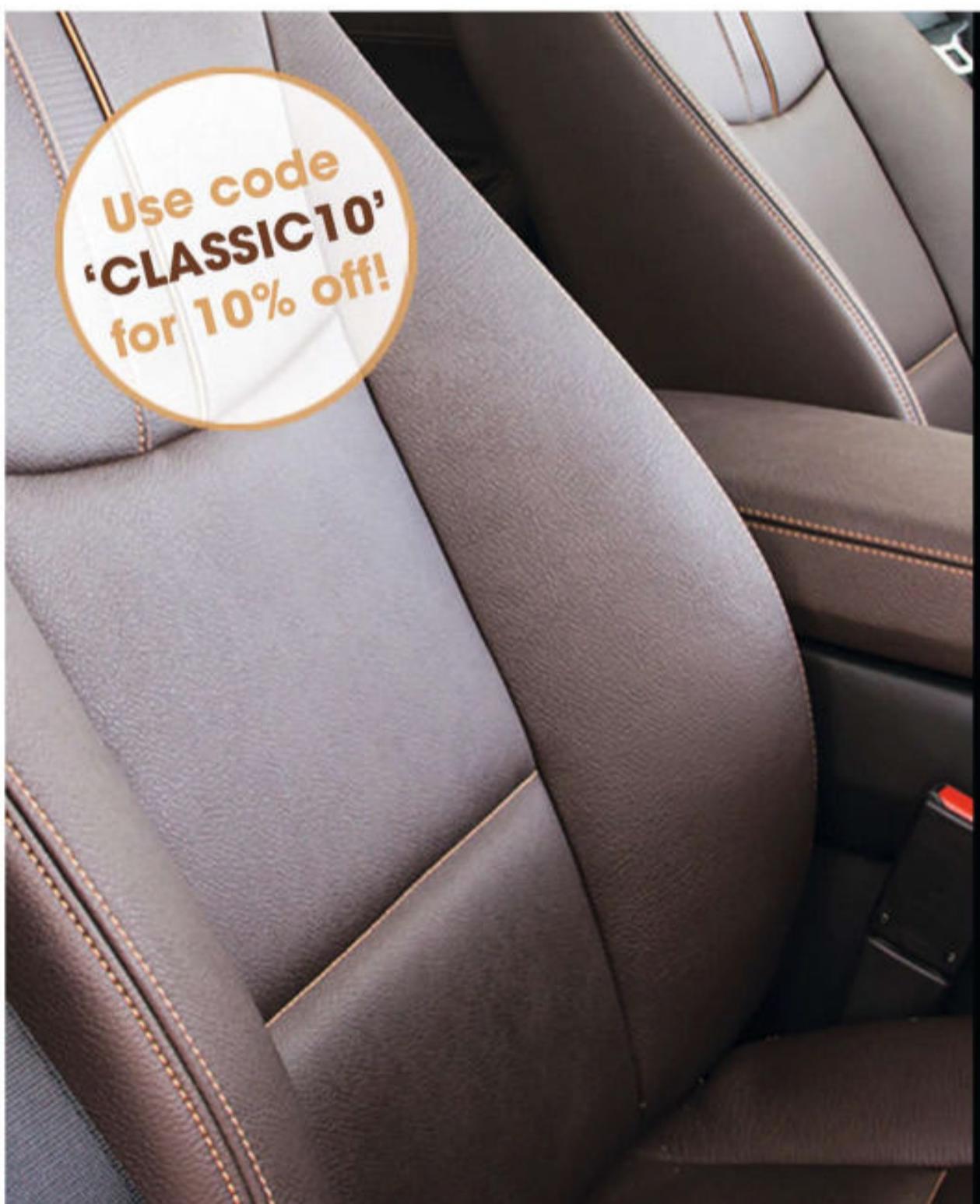
Martin Cliffe set up Omicron Engineering in the Norfolk village of Mulbarton after leaving Lotus in 1981. His wife Elizabeth became a font of knowledge on the spares side of the business and sons Andrew and Tristan are now leading the team. Andrew describes the set-up.

'There are 12 of us in total, divided between the office and spares side, and the workshop,' he says. 'In the workshop it's a fifty-fifty split between service work and restorations. We do everything - metalwork, paint, trim and mechanical work of course. Away from Lancia, we've been involved in some diverse projects - three back-to-back Lamborghini Miura restorations, even some successful Formula 3 racing.'

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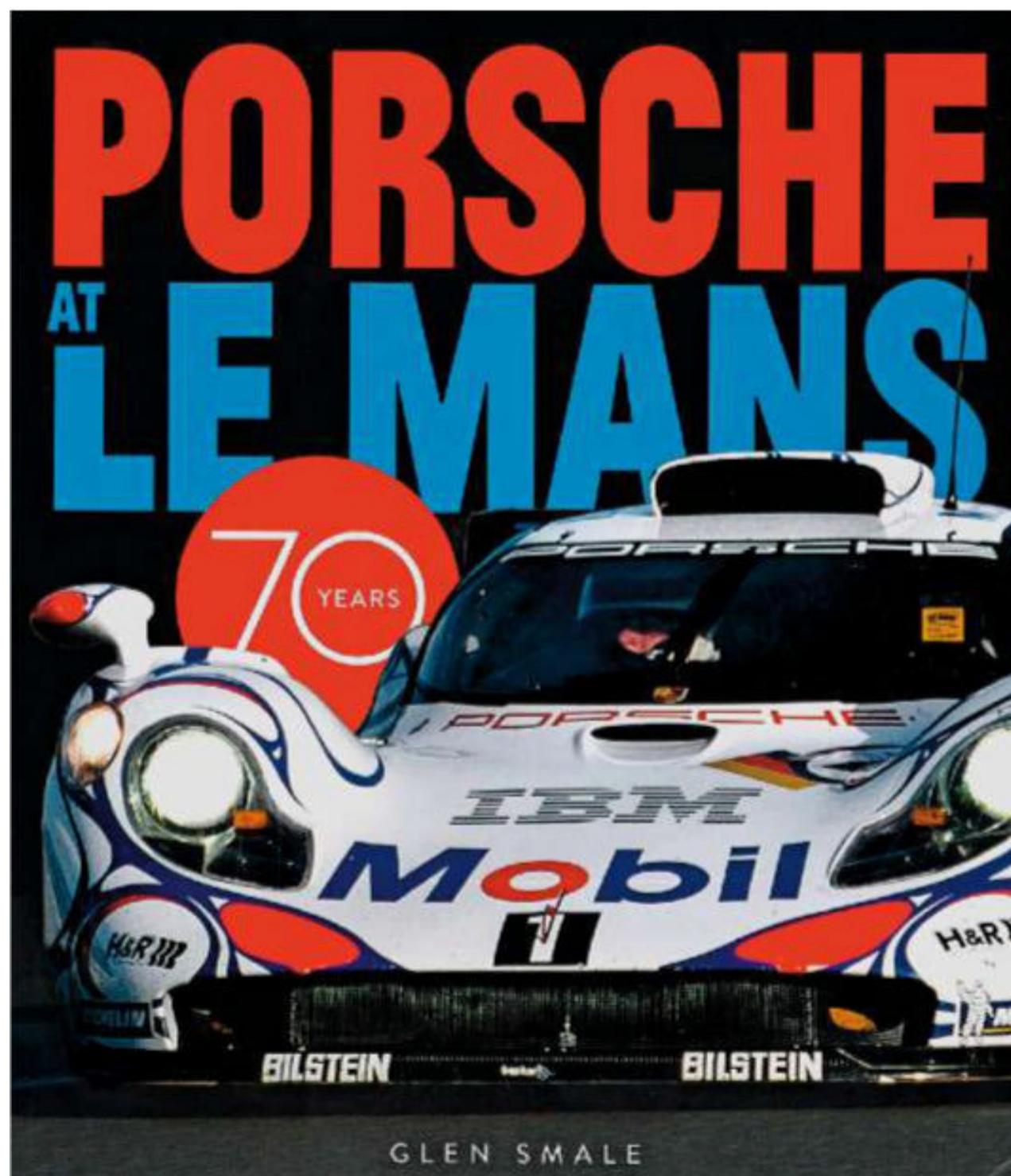


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## Porsche at Le Mans

By Glen Smale, £60, [quartoknows.com](http://quartoknows.com), ISBN 978 0 7603 6905 0

In 2021, Porsches contested the marque's 70<sup>th</sup> consecutive Le Mans 24 Hour race, making Glen Smale's lavish retrospective timely and historic. Taking a year-by-year examination of the race, Smale charts the fortunes of each Porsche team, detailing rule changes, car developments and driver profiles en route. We see the way Le Mans shaped Porsche as it searched for its first major challenge in the Fifties, to a Le Mans shaped by Porsche itself – to the point of having the track's curves named after it.

Smale is honest about the factory's waxing and waning support for the race over the years but, even so, in the years without Porsche prototypes, he follows the production-class sports cars as 911s battle for GT supremacy. Both Porsche and motor sport fans will find much to enjoy here, not least the gorgeous photography.

### James Bond's DB5

By Simon Hugo & Will Lawrence, £36.40, [007store.com](http://007store.com), ISBN 978 1 85875 610 3

This glossy, officially endorsed paean to the film world's most famous car is timed to coincide with its latest appearance in *No Time To Die*. Hugo and Lawrence are film journalists, so this story of the car taps into their extensive knowledge of that world.

As well as tracing the fate of every DB5 with an official Bond connection, they unearth things like correspondence between production company Eon and Aston Martin, directors' storyboards and set designer Ken Adam's sketches. It's bang up to date too: the cars used in the more recent films are assessed. The lid is lifted on stunts – from Porsche-based stand-ins to specially-built stunt-prop cars from Aston Martin itself. A must for Aston and Bond fans.

### Camel Trophy

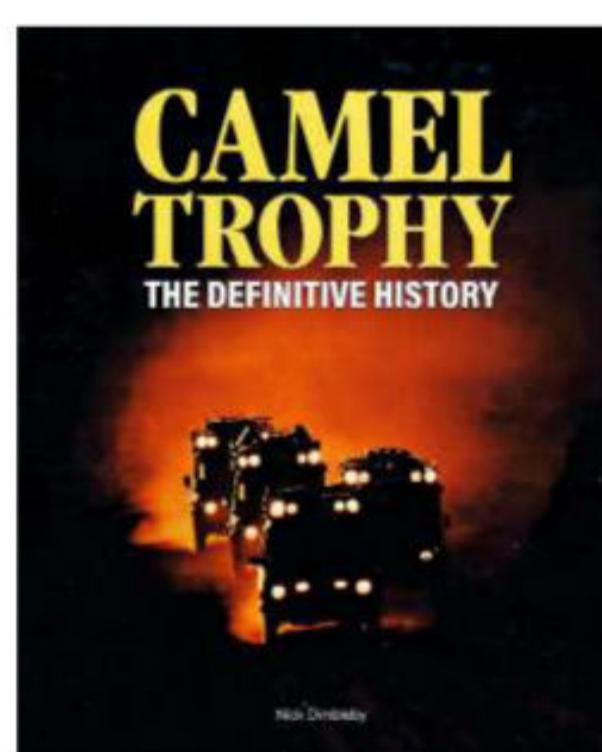
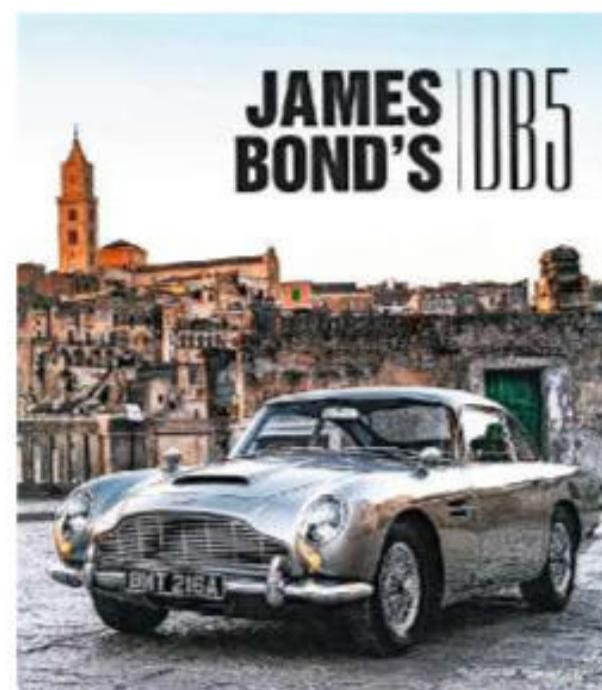
By Nick Dimbleby, £60, [porterpress.co.uk](http://porterpress.co.uk), ISBN 978 1 913089 37 5

It's about time someone wrote in depth

about the Camel Trophy, and Nick Dimbleby has excelled himself here. The Trophy was an iconic event that immediately conjures up images of Sandglow Yellow Land Rovers tested to their limits in remote areas of the globe but, as you read Dimbleby's absorbing tome, it's unlikely you'll be aware of the full story unless you're a committed off-roading enthusiast.

And yet, every rallying fan deserves to know the Trophy's story because, as this book reveals, it's unique. It draws on as many sources as possible, from former competitors to the Land Rover organisers who made it all happen.

Despite appearances, the event wasn't actually a Dakar-style rally, but rather an adventure open only to genuine amateurs – no professional drivers or armed forces personnel were allowed to take part. Which makes the ensuing feats of exploration and endurance – illustrated with period photos so dazzlingly clear they might as well have been taken yesterday – even more remarkable. The most surprising motor sport book you'll read this year.



**1:43-scale Rolls-Royce Phantom II Continental**

Neo, £92.99

The petite proportions endow its scaled-down brightwork with a jewel-like quality. Two-tone brown is an unusual choice of finish; the interior is better than most vintage 1:43s in its replication of wood and dashboard instruments.



**1:18-scale Porsche 936/78**

Spark, £149.99

There's a striking use of colour on this vast Porsche, although the numberboard doesn't glow in the dark like it looks like it should. It's beautifully detailed, with flat-six, suspension and chassis detail beneath. Long tail and high airbox means it'll dominate the shelf.



**1:18-scale Sunbeam Talbot 90 MkIII Cult**, £207.99

Praise be to Cult's Anglophilic for such an unusual subject. Although expensive, its detailing is exquisite, particularly the metal dashboard and the delicate handling of the frameless rear windows using overlapping sheets of Perspex. No engine, but otherwise faultless.



**1:18-scale Triumph Spitfire MkII**, £192.99

There have been Spitfire models before, but this 60th-anniversary rendition of an early car is timely given this issue's theme. Costly, but it's near-perfect – the only exception is the lack of Michelotti badges on the bonnet clips.

### MORE TO ENJOY

#### Mercedes-Benz Sport-Light Coupé

By Nik Greene, £25, [crowood.com](http://crowood.com)

From Grands Prix and Gullwing to DTM and AMG, via rally and supercar-prototype interludes, this is the history of Mercedes as a manufacturer of sporting thoroughbreds.

#### Lotus Elise and Exige 1995-2020

By Johnny Tipler, £25, [crowood.com](http://crowood.com)

The Elise story has been told before but, as Lotus retires the model, this complete story is timely. It's outstanding value compared to some Lotus tomes too.

#### Mini Cooper 1961-2000

By Peter Barker, £15.99, [amberley-books.com](http://amberley-books.com)

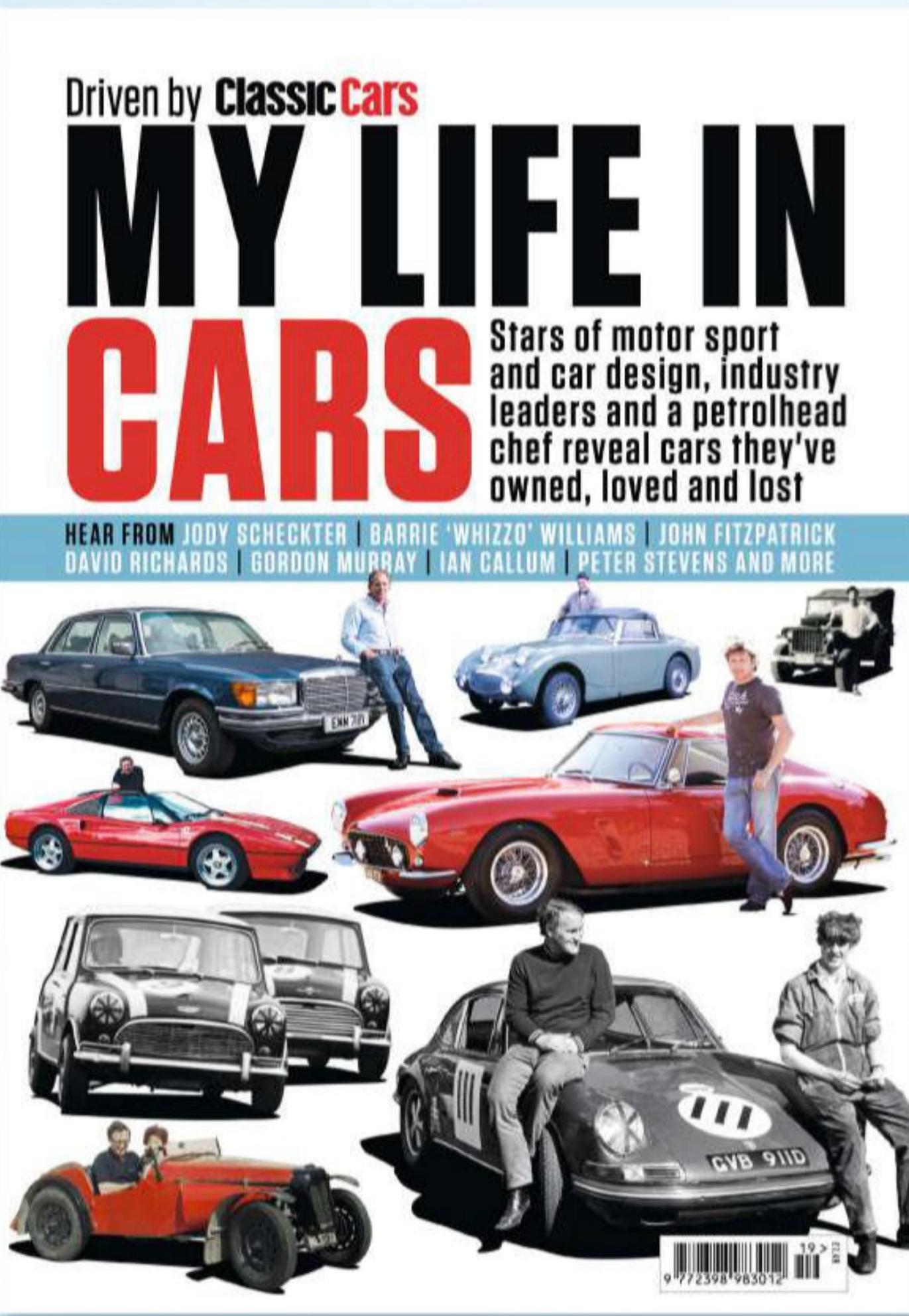
The Mini race and rally story, told via the people behind the wheel and in the workshop – although completely dismissing the 1275GT's exploits for the sake of a name change seems a churlish omission that leaves an odd gap in the story.

All these books are available from Chater's, many with discounts. Go to [chaters.co.uk](http://chaters.co.uk) for more information.

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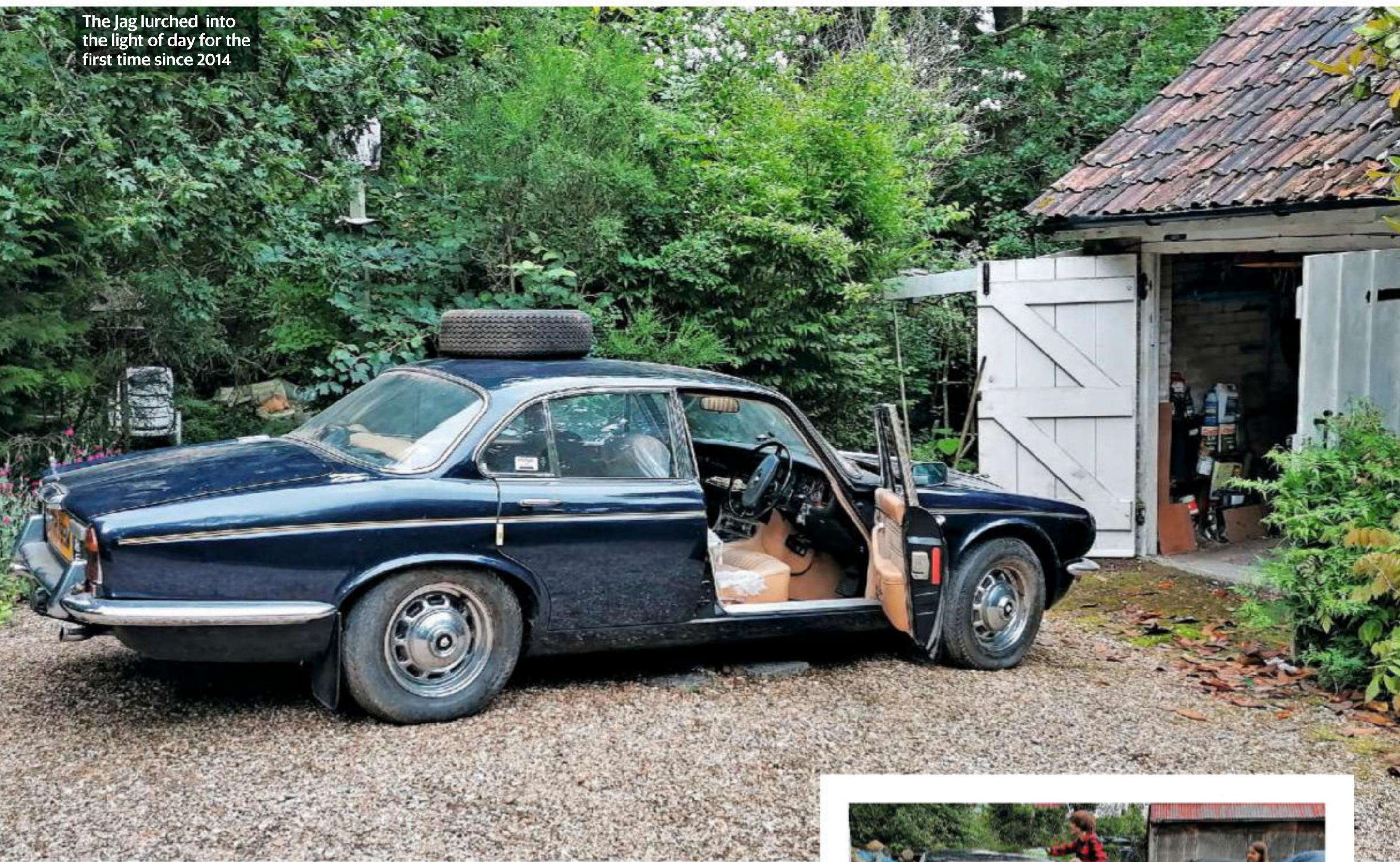
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The Jag lurched into the light of day for the first time since 2014



## Keeping it in the family

### 1973 Jaguar XJ6 Series 2 4.2 SWB

**Owned by** Malcolm McKay  
(c/o classic.cars@bauermedia.co.uk)  
**Time owned** Four months  
**Latest/total mileage** 4/130,022  
**Latest/total costs** £0/£0  
**Previously** Belong to my father, and has been off the road for the past 17 years

Series 2 was only produced for a short time. It was the only XJ6 that would fit in his garage - just touching his lathe at the front and the doors at the back.

Looking magnificent in Dark Blue with Biscuit leather, the XJ was his first auto; he quickly adjusted to the Borg Warner three-speed for his daily commute from Southampton to Hurn (Bournemouth) Airport. A towbar was added for the family caravan - initially a 1963 Astral Cameo, later replaced by a 1967 Knowsley Juno - and he lavished plenty of care on the XJ. Road salt in the winter was the biggest enemy, but for years he hosed it regularly underneath with a product designed to neutralise salt - I remember his dismay when he discovered that it was no longer produced.

He stopped using the car 17 years ago, when the tiny mileages it clocked meant the cost of taxing it no longer made sense. It stayed in the garage when it became tax exempt, but five years ago he asked me to replace the leaking water pump. We did so and ran the engine, but didn't drive the car.

We'd managed to move it back five years ago to gain access, but when I went alone to extract it from the garage, the



Son Fraser washes off 17 years of grime with girlfriend Hannah

rear brakes were stuck on fast. I could just get the bonnet open enough to slide a battery in and connect it. With the ignition switched on, both SU fuel pumps were silent, so I uncovered one in the boot, cleaned the points and tried again. The fuel tank was dry, but with some fresh petrol added, the engine fired - and fuel poured from one carburettor overflow.

Unable to open the bonnet enough, I had to fire up, engage reverse and jump the car back a bit against the sticky brakes so I could access and clean the float chamber needle valve. After that, the engine ran well and, with tyres fully inflated, the XJ managed to drive out of the garage, up the steep drive and on to the trailer behind my van. Back home after thorough checks and some more freeing off, we allowed ourselves a short drive round the lanes. The XJ ran well, but I will treat it to a rear brake overhaul before going further, because they're still a bit sticky.

**W**hen my parents, aged 97 and 90, could no longer cope in their own home, we moved them in with us. This also meant clearing the house that they'd lived in for 55 years and finding room for their two cars - the Jaguar XJ6 that you see here and a Morris Minor Traveller, of which more anon.

Brought up in wartime, my parents clung to the mantra of 'restore, reuse, recycle' - my father has owned two cars in my lifetime, while my mother has had just one. Until I was 14, father drove an Opalescent Silver Blue Mk2 2.4, which explains why I've had a 420 in the same colour for the last 25 years. In 1977 he replaced the Mk2 with a rare XJ6 - the short-wheelbase



## Minor joins the fleet

### 1954 Morris Minor SII

**Owned by** Russ Smith  
([russ.smith@gmx.com](mailto:russ.smith@gmx.com))

**Time owned** Just bought

**Latest/total mileage** 68/17,571

**Latest/total costs** £0 (purchase price £6000)

**Previously** New spark plugs for Alfa Spider

but this had been upgraded with a late-model 1098cc unit and matching recently rebuilt gearbox. Tick. It was also otherwise largely original - even the 1954 leather seats were OK. Another tick. What really swung it though was provenance. The seller was Bryan Gostling, for longer than I can remember the Morris Minor Owners Club's Spares Manager and a Series II specialist. He bought this 25 years ago and restored it as his daughter Charlotte's first car. She used it regularly, including on overseas tours, for ten years, but though regularly exercised since it had fallen out of favour once kids arrived.

So I talked Bryan into giving me first dibs and scooted off to Norfolk. If anything it was better than expected, inside and out. And I've rarely seen a sharper-looking one underneath. Final tick. The price was right so I didn't even haggle.

One fuel crisis later I returned for what would be the car's longest trip in 15 years. Fuel was still an issue - E5 petrol was only found at the third station - but I was already rediscovering that every journey in a Minor is an interactive adventure. Following a thumbs up and, 'Lovely

**Y**ou might think owning eight Morris Minors in one lifetime is enough for anyone. I certainly did, and 21 years have passed since my last - a Spitfire 1500-engined Traveller. But it seems you can't quite get them out of your system. Two years ago I assessed and drove a friend's new Minor. I knew then I'd have to own another, once I had somewhere to keep it and funds for a really good one.

I intended to look seriously next Spring, but as was often the case in the past, this Minor found me. It popped up uninvited in my Facebook feed and I knew at the very least that I'd have to take a look. It seemed almost too good to be true.

For a start it's an relatively early Minor and I prefer their styling and build quality. Not the wheezy 803cc engines though,



car, mister!' from three schoolkids, I was accosted in the petrol station. An enthusiastic and decidedly well-bred lady, with wild grey hair and a battered Audi estate, wanted to say how much she loved my car and had owned three Minors herself. She introduced herself as Pat Kenny-Fyne and said she'd also been a rally driver back in the day, in an Alfa GTV (under an assumed name), and had been acquainted with James Hunt.

I'd like to say the rest of the trip was less eventful, but on the outskirts of Dereham the car ground to a halt. Nothing was obviously adrift, then old memories came flooding back and I thumped the SU electric fuel pump. It burst back to life with a volley of ticking then behaved all the way home. It deserves further attention though, and after so little use I'm sure other things do too. I'll now check the car from stem to stern. More on that soon.



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## Success at last

### 1972 Lancia Fulvia Sport Zagato

Owned by Ross Alkureishi  
(c/o classic.cars@bauermedia.co.uk)

Time owned Eight years  
Latest/total mileage 0/26,862  
Latest/total costs £540/£4257.96  
Previously Returned to base for home repairs

restoration tumbled to the very bottom of my priority list.

Now, with hindsight, it's clear to see that in previous carefree times I had a somewhat blasé outlook on classic life. When running my Fiat 124 Abarth Stradale as my daily driver, and visiting numerous enthusiasts to document restorations, I failed to understand exactly why cars disappear under tarpaulins, only to finally reappear multiple decades later. I remember thinking, 'That could never happen to mine'. Well, life gets in the way.

The Zag's restoration is now at what editor Phil Bell calls 'crunch time', where the momentum has stalled and matters could swing one of two ways - onward to classic car utopia or as is, remaining in stasis in the dreaded land of project purgatory.

In a bid to inject some zest back into the process I sent off The Zag's twin Dell'Orto DHLA45 carburettors to Carb Care ([carb-care.co.uk](http://carb-care.co.uk)) for a full rebuild, then headed off to the Wrexham base of Lancia Classic ([lanciaclassic.com](http://lanciaclassic.com)) to pick up a newly



fabricated pair of outer sills and receive a pep talk from proprietor David Ashworth.

Next it was down to Welding Supplies Direct ([weldingsuppliesdirect.co.uk](http://weldingsuppliesdirect.co.uk)) in Telford where, after discussion with manager Tom Luter, I plumped for a GYS EasyMig 140 MIG welder, Weldvision X850 True Colour welding helmet, Panther Pro MIG welding gloves, 30-litres of Argon/CO<sub>2</sub>, Ferroweld welding gas and a MIG trolley.

My daughter Genevieve, now recovered, is desperate that I get The Zag up and running, while my wife wants me to sell it as an unfinished project. Luckily though, it's not as if tens of thousands are following my progress - oh, wait.

I have a gentle sense that the pressure is building so wish me luck. I'll either see you soon... or in 15 years.

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| CDP5EB  | 350 / 5   |         | £79.98   | £95.98   |
| CDP102B | 350 / 5   |         | £99.98   | £119.98  |
| CDP152B | 450 / 12  | £189.98 | £227.98  |          |
| CDP202B | 450 / 16  | £235.00 | £282.00  |          |
| CDP352F | 550 / 16  | £289.00 | £346.80  |          |
| CDP452B | 550 / 16  | £299.00 | £358.80  |          |
| CDP502F | 1100 / 12 | £725.00 | £870.00  |          |

## Clarke PETROL GENERATORS

Ideal for fast efficient heating

| MODEL     | KVA | HP  | EXC. VAT | INC. VAT |
|-----------|-----|-----|----------|----------|
| PG2500A   | 2.2 | 5.6 | £229.00  | £274.80  |
| PG3800A   | 3   | 5.6 | £269.00  | £322.80  |
| PG3800ADV | 3   | 5.6 | £299.00  | £358.80  |

## Clarke BENCH BUFFERS/ POLISHERS

For a brilliant shine

| MODEL  | DIA. (mm) | EXC. VAT | INC. VAT |
|--------|-----------|----------|----------|
| CBB150 | 150       | £76.99   | £92.39   |
| CBB200 | 200       | £97.99   | £117.59  |
| CBB250 | 250       | £169.00  | £202.80  |

## Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

| MODEL | MOTOR (W) | SPEDS | EXC. VAT | INC. VAT</th |
| --- | --- | --- | --- | --- |

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| MODEL   | MOTOR | CFM  | TANK   | EXC.VAT | INC.VAT |
|---------|-------|------|--------|---------|---------|
| 8/260   | 2HP   | 7.5  | 24ltr  | £109.98 | £131.98 |
| 11/260  | 2.5HP | 9.5  | 24ltr  | £129.98 | £155.98 |
| 8/550   | 2HP   | 7.5  | 50ltr  | £149.98 | £179.98 |
| 11/550  | 2.5HP | 9.5  | 50ltr  | £169.98 | £203.98 |
| 16/550  | 3HP   | 14.5 | 50ltr  | £239.98 | £287.98 |
| 16/1050 | 3HP   | 14.5 | 100ltr | £289.98 | £347.98 |

### Clarke INDUSTRIAL AIR COMPRESSORS

Top quality belt driven air compressors for industrial & commercial users inc; garages, factories, workshops and farms. 10 bar/150psi max working pressure



| MODEL            | AIR | DISP. | MOTOR    | AIR      | EXC.     | INC. |
|------------------|-----|-------|----------|----------|----------|------|
| MODEL            | cfm | (HP)  | RECEIVER | VAT      | VAT      | VAT  |
| XEV16/100*       | 14  | 3     | 100ltr   | £479.00  | £574.80  |      |
| XEV16/150**      | 14  | 3     | 150ltr   | £529.00  | £634.80  |      |
| XEV16/200(O/L)*  | 14  | 3     | 200ltr   | £579.00  | £694.80  |      |
| XEV16/150(400V)* | 14  | 3     | 150ltr   | £589.00  | £706.80  |      |
| XEV18/200(O/L)   | 18  | 4     | 200ltr   | £649.00  | £778.80  |      |
| XEV26/200†       | 23  | 5.5   | 200ltr   | £799.00  | £958.80  |      |
| XEV27/270(O/L)*  | 36  | 2x 4  | 270ltr   | £1269.00 | £1522.80 |      |

### Clarke AXLE STANDS

| MODEL    | MAX TONS | MIN/MAX HEIGHT | EXC.VAT | INC.VAT |
|----------|----------|----------------|---------|---------|
| CAX2TF   | 2        | 235-360mm      | £14.99  | £17.99  |
| CAX3TP   | 3        | 325-490mm      | £28.99  | £34.79  |
| CAX-3TBC | 3        | 300-430mm      | £26.99  | £32.39  |
| CAX6TP   | 6        | 333-500mm      | £38.99  | £46.79  |
| CAX-6TBC | 6        | 400-615mm      | £39.98  | £47.98  |
| CAX3TA*  | 3        | 295-395mm      | £49.98  | £59.98  |

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|-------------------------------------------|---------------------------------|
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| MODEL    | SIZE (LxWxH)     | EXC.VAT | INC.VAT |
|----------|------------------|---------|---------|
| CIG81212 | 3.6 x 3.6 x 2.5M | £239.00 | £286.80 |
| CIG81015 | 4.5 x 3 x 2.4M   | £279.00 | £334.80 |
| CIG81216 | 4.9 x 3.7 x 2.5M | £319.00 | £382.80 |
| CIG81020 | 6.1 x 3 x 2.4M   | £349.00 | £418.80 |
| CIG81220 | 6.1 x 3.7 x 2.5M | £399.00 | £478.80 |
| CIG81224 | 7.3 x 3.7 x 2.5M | £489.00 | £586.80 |

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|-----------|-------------------------|
| CTJ1250AB | £104.99 £125.99 inc.VAT |

| MODEL       | LIFTING CAP. | EXC.VAT | INC.VAT |
|-------------|--------------|---------|---------|
| CTJ1250AB   | 1.25T        | £104.99 | £125.99 |
| CTJ1500QL   | 1.5T         | £109.98 | £131.98 |
| CTJ1800A    | 1.8T         | £179.98 | £215.98 |
| CTJ2500QLGB | 2.5T         | £179.98 | £215.98 |

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## ASTON MARTIN IN THE THAMES VALLEY



We have a 1961 Aston Martin DB4 Series III which is currently undergoing refurbishment after a long period of storage. The intention is to carry out a back to metal repaint to the original colour of Black Pearl together with any necessary mechanical works. Works are due to start towards the end of October and the specification could be tailored to suit a new owner.

[£ Please Enquire](#)



**1966 Aston Martin DB5** finished in Deep Navy Blue with black hide interior. In the same ownership since the early 90's, the car has recently been the subject of new paintwork and an almost full re-trim. Mechanically it has an uprated engine and a Harvey Bailey Handling kit for vastly improved road holding. This particular motor car is a real joy to drive, Preferably to the Cote d'Azure.

[£ Please Enquire](#)



**1966 Aston Martin DB6 Vantage** finished in Deep Ocean Blue with Oatmeal Hide interior. It has been the subject of a total restoration some years ago but has covered little mileage since and remains in near perfect condition.

[£ Please Enquire](#)



**2006 Lamborghini Gallardo Spyder**, finished in stunning Blue Caelum metallic with contrasting blue and grey two tone leather interior. A perfect example with just 21,900 recorded miles and a complete service history. The best possible combination of Italian Styling coupled with the Audi V10 Engine for total reliability. Competitively priced at

**£77,500**



**1967 Triumph TR4A** finished in bright red with black interior and a new black vinyl soft top. The whole car has been the subject of a complete restoration and is in superb condition throughout. The car sits on new chrome wire wheels and has had the addition of polished veneers to both dash board and door cappings. Fabulous to drive and comes with a plethora of invoices, a heritage certificate, an original green log book and numerous pictures of the restoration. Not expensive at

**£35,000**



**2005 Aston Martin DB9 Coupe** finished in Grigio Titano with contrasting Iron Ore hide interior. This superb example was supplied by us 10 years ago to the current owner and comes with a complete service history including recent expenditure in excess of £7,500. Realistically priced for one in this condition at

**£32,950**



**2002 Aston Martin DB7 Vantage Coupe** finished in Onyx black with Obsidian black hide interior and a recorded mileage of just 26,800. The spec includes 19" alloys and most other available options. One owner since it was 6 months old and 21 Main dealer stamps in the service book. Absolutely perfect throughout and sensibly priced at

**£33,950**



**1999 Aston Martin DB7i6 Coupe** finished in Pennine Grey with pale grey hide interior complimented with perfect Walnut veneers. 19,500 miles only from new and never used in damp conditions. Until now it has formed part of a small collection and is now offered for sale due to space restrictions. Probably the best i6 available anywhere and bound to increase in value

**£33,950**



**2004 Aston Martin DB7 Vantage Coupe** finished in Mendip Blue with Pacific Blue and Parchment hide interior. For the past 9 years it has been the property of a lady who has had it serviced annually at Aston Martin "Works" in Newport Pagnell, the invoices for which are all with the car. The total mileage is 23,819 and the car comes with most available options including 19" alloys. Very competitively priced for such a low mileage car at

**£33,950**



**1952 Aston Martin DB2 Le Mans Lightweight** finished in Aston Racing Green with original leather bucket seats trimmed in Tartan. This well-known race car has HTTP papers until 2026 and is eligible for numerous high profile events including the Mille Miglia, Classic Le Mans and Tour Auto. Recently recommissioned after a period of storage which has included both mechanical and cosmetic works. Absolutely fabulous

[£ Please Enquire](#)



**1955 Aston Martin DB2/4** finished in Burgundy with Tan hide interior. Rebuilt 10 years ago by Four Ashes garage to an extremely high standard to "Fast Road Specification" and still in excellent condition throughout.

[£ Please Enquire](#)



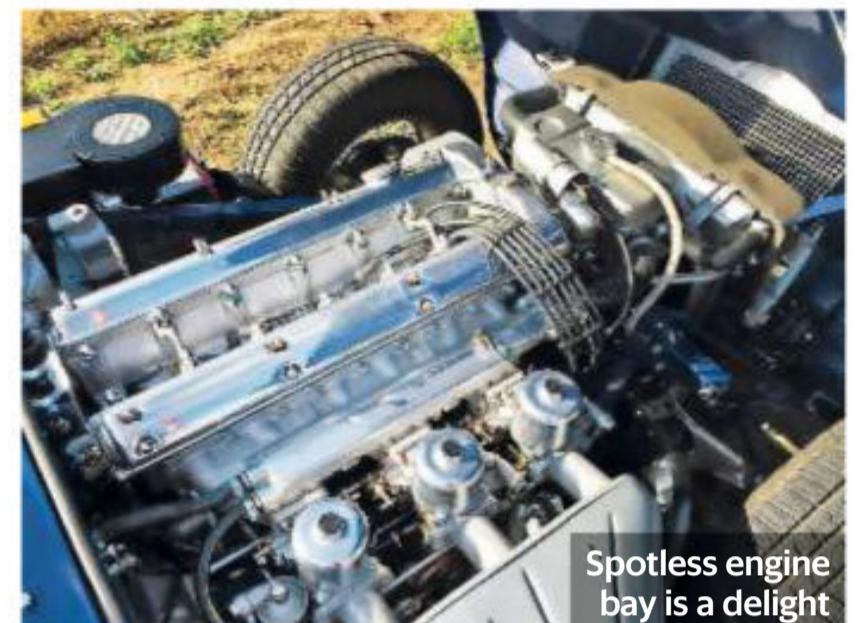
**1958 Aston Martin DB MkIII** finished in Elusive Blue with contrasting Red hide interior. Mechanically this is probably the best MkIII that we have ever owned and having had the body taken back to bare metal and completely repainted and the interior recently re-trimmed, it is also cosmetically superb. If you want one of the best Feltham cars available, look no further.

[£ Please Enquire](#)

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## 1966 Jaguar E-type S1 FHC £169,995

For this price you'd expect an E-type of the highest quality, and Dale Vinten says this recently restored car is impossible to fault

**T**his fully restored Jaguar E-type coupé comes with the addition of a few modern touches and upgrades that make it a much more driveable and useable proposition compared to a standard one.

The big straight six starts first time, with the application of just a little choke from cold. It soon comes up to temperature, maintaining a healthy 60°C at idle - and as the engine ticks over the adjacent oil pressure gauge returns a reassuring 40psi, with the motor appearing to be in top operating condition.

The fully-hinged bonnet allows easy scrutiny of the engine, along with the front-end running gear, suspension and braking components. This makes it clear to see that the restoration was carried out properly - by marque specialist The Splined Hub in Oundle, Northamptonshire earlier this year - and to an incredibly high standard. The car features a rebuilt 3.07:1 ratio rear axle, along with four-piston front brake calipers. There are no fluid leaks, untoward noises, overheating issues or smoking from the exhaust. With 265bhp on tap, it's a fast car even by today's standards

- and all of that power is delivered smoothly, with no jerking or faltering under acceleration. The gearbox is tight and the clutch is perfect - we accidentally pulled away in third on our test drive and the car happily took this in its stride. The steering can feel a little heavy at low speeds, but lightens up when you get going and remains precise throughout. The brakes are sharp and more than up to the task.

Another reflection of the fact that the car's professional rebuild was only completed earlier this year is the fact that the exterior is in immaculate condition. Originally white, the car has been repainted in Jaguar Indigo Blue and the finish is spotless. All of the chrome on the car is in equally impressive condition and the slightly wider-than-standard wire wheels have a mirror finish that we couldn't fault. All of the tyres fitted to the car are practically new Pirelli P4000s. As you would rightly expect after such a recent and comprehensive restoration, there is not a speck of rust visible and the underside presents just as well as the bodywork.

The same levels of workmanship and attention to detail have been lavished on the interior, do is in amazing overall

condition. The black leather seats and carpets show no signs of wear whatsoever, while the matching doorcards and roof liner are spotless. The refurbished wood and aluminium steering wheel looks fantastic, with all the Smiths gauges and associated switchgear on the dashboard working as intended. There are no blemishes to any area or aspect of the interior and the car has been fitted with a modern Jaguar infotainment system with DAB radio and satnav. A heated front screen has also been fitted as part of the restoration process.

All the work is fully-documented in a casebook, which goes some way to compensate for the car's lack of service history, which otherwise begins with its 2018 US export papers.

### CHOOSE YOUR JAGUAR E-TYPE SERIES 1

► The Jaguar E-type was launched in October 1961, available in two-seater coupé and roadster forms, powered by 3.8-litre XK engines with Moss four-speed gearboxes. The external bonnet catches on the earliest examples were deleted by the end of 1961.

► The 4.2-litre engines with much slicker Jaguar-built gearboxes replaced the 3.8/Moss 'box combination in 1964.

► A 2+2 version, complete with folding rear seats, a longer wheelbase and a revised roofline was launched in 1966.

► After 'Series 1.5' cars were introduced without headlamp covers in 1967, the Series 1 was phased out in favour of the formally redesigned Series 2 with larger, repositioned lights in 1968.

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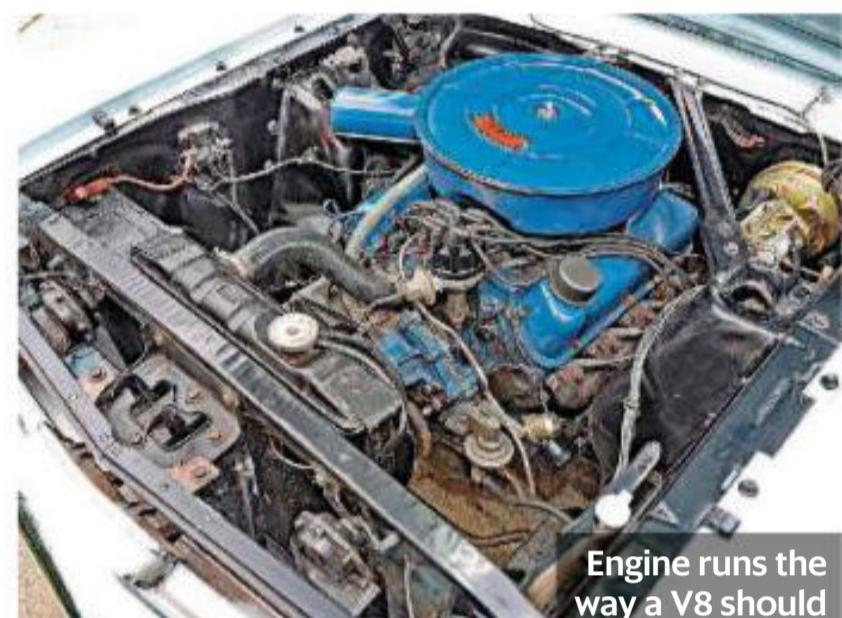
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### 1966 Jaguar E-type S1 FHC

Price £169,995 Contact RFH Classics, Henlow, Bedfordshire (01462 338755, [rfhclassics.co.uk](http://rfhclassics.co.uk)) Engine 4235cc in-line six-cylinder, dohc, three SU HD8 carburettors Power 265bhp @ 5400rpm Torque 283lb ft @ 4000rpm 0-60mph 6.8sec Top speed 147mph Fuel consumption 12-24mpg Length 4451mm Width 1657mm



## 1966 Ford Mustang 289GT £39,950

Featuring the best specification to enjoy on British roads, this GT version of Ford's pony car has a lot going for it, says Richard Gunn

**E**arly Ford Mustangs are the most collectible, with the GT specification of this one adding even more desirability. It's in lovely condition, but the way it drives is where it really excels – it's much more akin to something European than American, thanks to the GT enhancements and having received proper care and attention.

Unlike most first-generation Mustangs, there's very little slop as you turn in. Part of that is down to the GT's Special Handling Package – stiffer springs and dampers plus an anti-roll bar – but it's also because it feels properly sorted. It was restored in the USA just before coming over to the UK (in 2007, then UK-registered in 2013), and has only been driven around 3000 miles since, as proven by the history folder. This contains MoT certificates from 2013, a restoration photo-casebook, export papers and recent bills for service items.

The only real fault we came across was a pull to the right under braking – which, otherwise, this Mustang does very well. Front discs were also part of the GT spec.

It may have been a few years since this car's restoration, but it's holding up

remarkably well. The Arcadian Blue body is close to flawless; with very few stonechips. All the correct GT features – such as the grille-mounted fog lights, twin exhausts and branded filler-cap and badges – are in place. However, the renovation hasn't been over-zealous, so there are signs of ageing on some of the brightwork such as the door handles and filler cap. The tyres are sound white-band Jetzon Genesis M&S P205/70 R14s, with wheeltrims that have patches of missing grey paint in places, but are otherwise straight and undamaged.

It seems the main focus of the restoration was on the exterior, with the two-tone blue interior being left well alone. The cabin features the GT-correct five-clock instrument panel and is in the sort of condition you might expect of a 75,000-mile car. Some of the imperfections include a slight split in the driver's seat squab, which has some extra stitching indicating a previous repair, plus a patch of worn paint on the steering column as well as carpets that have some discolouration under their fitted rubber mats. However, overall it's very tidy, with bonus points being the working original factory radio and 'Bury Goldman in 1964' rear parcel shelf badge

- a reference to that year's US presidential election. It seems this Ford's a Democrat!

The engine bay, dominated by the air filter trumpeting the motor's '289 cubic inches' is presentable, with traces of wax preservative apparent in some of the recesses and underneath the bonnet lid. It all looks standard, aside from a few plastic cable-ties and battery cut-off switch. The paperwork says that in 2013 the carburettor was rebuilt, the points and distributor cap replaced and a new fuel pump, battery and dual-circuit brake master cylinder fitted.

The engine starts easily and runs very well, with all eight cylinders working in harmony together. This Mustang has also been undersealed – although in places, the finish is wearing thin.

### CHOOSE YOUR '65 FORD MUSTANG

► Launched in 1964 as a 1965 model, the Ford Mustang was essentially a platform-engineered coupé based on the also-new Falcon and Mercury Comet. The earliest 1964-built range consisted of a notchback-hardtop-only 2.8-litre straight-six, plus an optional 260ci (4.2-litre) V8 in notchback and convertible body styles.

► For 1965 a 'GT' package added front disc brakes and more comprehensive dash as an option on the new 289ci 4.7-litre V8, which replaced the 260. A fastback 2+2 body style was also added. The 2.8-litre straight-six was replaced with a new 3.3 version. Carroll Shelby also launched the GT350, a racing-orientated manual-only version of the 289GT fastback.

► The Mustang was redesigned for 1967.

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### 1966 Ford Mustang 289GT

Price £39,950 Contact Greenside Cars, Holt, Norfolk (01263 713362, greensidecars.com) Engine 4737cc V8, OHV, Autolite 4100 carburettor Power 225bhp @ 4800rpm Torque 305lb ft @ 3200rpm Top speed 125mph 0-60mph 6.9sec Fuel consumption 12.20mpg Length 4613mm Width 1732mm

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**Mercedes Benz SLK320 V6 2001 Convertible** ONLY 43000 MILES FROM NEW. Finished in Rare Metallic Lazulite Blue with Full Charcoal Leather Electric Heated Seats. This Stunning example has been in One Ownership for over 16 Years. Options Include: Wood/Leather Steering Wheel, CDR 22 HiFi, Electric Heated Seats, Climate Control, Electric Mirrors, Cruise Control. Full Service History with Full MOT History. An absolutely Beautiful Rare and Low Mileage Car which have Become Very Collectable .....£12,495



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**BMW 325i SE Saloon 2.5 2005 Automatic.** ONLY 20400 MILES FROM NEW. Finished in Special Order Metallic Arctic Silver Blue With Full Dakota Black Leather. Only 1 Previous Owner and last owner since July 2006. Factory Options Included: Sat Navigation, Front/Rear Park Distance Control, Power Fold Mirrors, Heated Front Seats, Sports Seats, Sun Protection Glass, Sports Steering Wheel with Multi Function, BMW Professional HiFi with CD, Folding Rear Headrests, Sport 17" Alloys Just refurbished by Lepsons, Special Order Dakota Leather. Fully Documented BMW Service History With All Service Invoices .....£11,995



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# SHERWOOD RESTORATIONS



**1972 LOTUS ELAN S4 SE** - in Ford Sunburst red over White. Registered 17.05.1972. 5 previous owners. 150 bhp Vengtune Engine, Dellorto carbs, Electronic Ign, Galvanised uprated chassis, Nickel plated tube steel front suspension arms, Servo Brakes, Aeroquip brake hoses, 14" Leather covered steering wheel etc Recent work includes 4 brand new tyres, full polybush kit & new uprated driveshaft rubber donuts. This is a car that was sold by ourselves 20 years ago and has had very little use since.

£39,995



**1967 AUSTIN HEALEY 3000 MK3.** Only 4 owners from new. This is one of the last BJ8 cars made, registered in October of 67. The last 500 were painted in the beautiful metallic gold colour. A genuine 89k miles from new. A car we originally sold in 2005 to the last owner, we have since then serviced and maintained it on a regular basis. Includes a few Dennis Welch upgrades, including louvred bonnet side exhaust & engine rebuild.

£82,995



**1997 TVR CHIMAERA 4.0 LITRE.** Only 4 owners from new. Less than 50k miles covered. In BMW Boston Metallic Green with cream seats and green carpets. Green Hood. Last owner had it for 16 years. Extensive service history with TVR specialists Prestige Performance in Melton Mowbray looking after it for most of its life. Originally sold by TVR Brooklands in Exeter 15.04.97. Comes with original Handbook/Service Book with extensive service stamps from new, all by TVR specialists. Fitted with Toyo Proxy tyres, wired in trickle charger for the battery. An extremely well looked after TVR that sounds incredible!

£17,995



**1968 JAGUAR MK2 3.8.** In Carmen red with red trim. Rebuilt 3.8 litre engine, 2B2" XJ6 carbs, Electronic ign, High torque starter, Alternator, Ali rad. Other upgrades include, a 5 speed Tremec gearbox, Harvey Bailey front springs and anti roll bar, GAZ adjustable shocks, Poly bushed joints, High ratio steering, Adjustable electric power steering, Smaller Mota Lita style wheel, Four Pot aluminium calipers, Cross drilled and grooved vented discs, Rear axle has been changed for 3.8 with rebuilt LSD. 4 x trailing links with Panard rods etc. Custom made rear wheels 6J, slightly offset. XK140 bucket seats, with new carpets. Plus many more upgrades. A fantastic example that will offer lots of excitement behind the wheelies

£59,995



**1978 MGB ROADSTER.** In Vermillion with Black trim. RHD. Only 28k miles covered. Only 6 previous owners. Overdrive, sports exhaust, Allegycat Alloy Wheels, Unleaded head, Telescopic dampers, Cross Drilled Discs, Boot rack and great panel gaps. Ziebarted from new, this MGB is an outstanding example.

£12,995



**1969 MGB ROADSTER.** In Mineral Blue with Black trim. 5 Speed Gearbox conversion, Chrome wire wheels, Stainless Steel Exhaust, Gaz Adjustable Shock Absorbers, Poly bushed Semi Elliptic Springs, New Fuel tank, New Clutch, Mota Lita Steering Wheel, Black Mohair Hood and Tonneau, Alloy Rocker Cover etc. Sold by ourselves in 2006. Last owner for 15 years. A beautiful example with lots of upgrades and ready to use.

£20,495



**1950 MORRIS MINOR LOW LIGHT CONVERTIBLE.** In Red with Beige trim. This wonderful Low light version named "Ruby" was restored over 10 years ago and has been maintained to a high standard since. The shell was stripped and repaired with photographs showing necessary work. Both Engine and gearbox have been stripped and rebuilt, again with pictures to show work done. A Smiths Heater pump has been fitted to the dynamo. All new dampers and bushes were fitted during rebuild. New Brakes and cylinders. In 2018 all 4 wheel cylinders were replaced. Semaphore indicators all working. Since restoration only 12k miles has been covered. Barn collection.

£11,995



**1967 TRIUMPH TR5 - CP2.** The very first production TR5. Valencia Blue with Black Ambla Interior. This historically important TR was built on Aug. 29th 1967 - Build Sheet #8151. Originally incorporated into Triumph's Press Fleet for evaluation and promotional use. Specification includes Disc Wheels, Overdrive and Heater. Maintained to an extremely high standard and never been out in poor weather in recent years. Comes with a fantastic history file. A chance to own one of the important TR's and not be missed.

£79,995



**1970 MORRIS MINOR TRAVELLER.** In Trafalgar Blue with light blue trim. Only three previous owners with just over 33k miles covered! Originally owned by an English school teacher for 30 years and garaged all of its life. The last 17 years have been spent on the Shetland Isles with only just under 2000 miles covered. History file comes with previous MOT's to back up mileage. A beautiful example

£19,995



**1984 RENAULT ALPINE A310 V6.** in White. Only 5 owners from new. Huge history file. Built in 1984 and registered in 1985, the car was sold new in Germany to a member of the British Forces stationed there and brought over to the UK a year later. Owned for the last 16 years by the last owner. Fantastic driving car.

£25,995



**1964 FORD ANGLIA IN MAROON WITH GREY TRIM.** Only 3 owners from new covering just over 42k miles. In fantastic condition. Restored 5 years ago by ourselves. Bare metal respray/rebuild costing £24k! Very little use since.

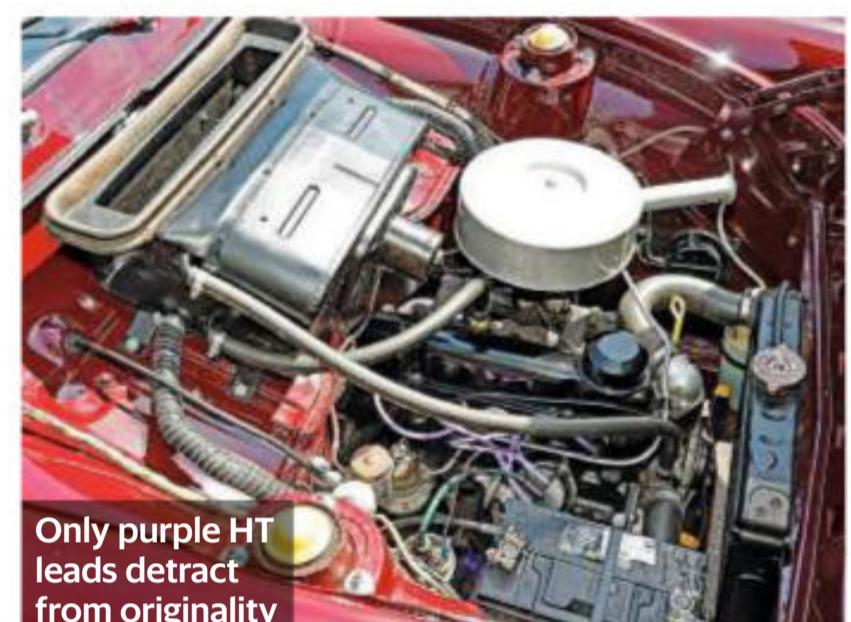
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## Ford Anglia 105E De Luxe £14,995

What price the best Ford Anglia around? **Richard Gunn** investigates a serious contender for the crown

**T**his is a high price for a Ford Anglia but, in our opinion, the condition does justify it. Both inside and out, it's in lovely condition and is wonderful to drive. The only thing that it really needs is a better-quality set of tyres. Other than that, this is a real head-turner.

The condition of this Imperial Maroon Anglia is little short of exemplary. It was restored in 2015 by vendor Sherwood, at a cost of over £23,000, a process documented by a folder of receipts. Since then, it's covered just a few hundred miles. Aside from a small chip showing the undercoat on the front nearside wheelarch, there are virtually no paintwork flaws.

The brightwork is similarly very good - there's just some very minor tarnishing noticeable up close on the hubcaps, while some of the Mazak castings display occasional pitting. It's worst on the passenger door handle - which Sherwood plans to replace. Some of the door and window weatherstripping is a little aged in places. The tyres are crossplies, with one a remould and two from East Germany - which hasn't existed since 1990.

This Anglia's basic yet stylish interior is in very good order; the two-tone grey vinyl seats show hardly any signs of use, with everything around them - such as the door cards and rubber mats - similarly well-preserved. There's no radio installed. There is an extra plunger button fitted under the headlamp knob for the windscreens washers. Because it's black, it clashes with the other controls. For nit-pickers, there's a bit of cosmetic rust at the top of the gearstick, where years of finger-tip contact have worn some of the grey paint away, and some ageing marks on the driver's plastic instrument panel.

After the rest of this car, it comes as no real surprise that the engine bay is similarly excellent. It has been well-detailed and is so clean that the most noticeable blemish is the patchy maroon paint daubed on the radiator cap. Elsewhere, it looks like the circular air filter housing was repainted yesterday, while the area around the clutch and brake master cylinder shows no damage from fluid spills, as is often found on these Anglias. Both MacPherson strut top mounts are sound. So original-looking is the engine bay that the purple plug leads look out of place.

The four-cylinder overhead-valve engine starts readily from cold, and ticks over beautifully, even when having to use choke - which can soon be pressed home. This is an easy car to drive, and feels featherweight. The clutch pedal requires barely any effort, and the gear-lever action is delightfully smooth. The steering is also free from any heaviness, while the 997cc engine feels lively and enthusiastic. Only the brakes require a little bit of effort because they're drums all around, so benefit from some heft. But they stop this small Ford straight and quickly.

Aside from the restoration invoices and a few recent MoT certificates, there's little by way of service history, but the condition of this Anglia speaks for itself.

### CHOOSE YOUR FORD ANGLIA 105E

- Introduced in 1959, the 105E supplemented the old 100E Anglia, which was renamed the Popular. The new 105E was all-new, with Ford Thunderbird-inspired styling and a 997cc ohv engine known as the 'Kent'. De Luxe trim option added a full-width chrome radiator grille.
- In 1961, three-door estates and Thames vans were added to the range.
- A faster version, the 123E Super, joined in 1962, with side-stripes and an 1198cc Kent engine.
- A Michelotti-restyled version of the saloon with more conventional, less American lines, the Torino, was built in Turin from 1965 by OSI, and sold in mainland European markets.
- Anglia production ended in November 1967 ahead of the Escort's launch two months later.

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### 1964 Ford Anglia 105 De Luxe

Price £14,995 Contact Sherwood Restorations, Nottinghamshire (01636 812655, sherwoodrestorations.co.uk)  
Engine 997cc four-cylinder, ohv, Autolite C6AH-9510C carburettor Power 39bhp @ 5000rpm Torque 52lb ft @ 2700rpm 0-60mph 29.4sec Top speed 77mph Fuel consumption 29-40mpg Length 3912mm Width 1422mm



## 1968 Porsche 912 coupé £47,950

It may represent something of a leap into the unknown perhaps, but this Porsche gives a reassuring drive, says **Nathan Chadwick**

**T**he lack of detailed history may be a disincentive, but this Porsche 912 appears to offer little of concern. The bodywork is in good condition, the mechanicals feel robust and given the plethora of road-rally event stickers in evidence, it's clearly a candidate as a characterful car to campaign at historic events or a useable road car.

With a little encouragement from cold, it clatters into life with a familiar Porsche grumble that settles to a burble, with no rev searching. Throttle response is excellent - and at higher rpm rather encouraging. This is a former competition car and although the mechanical history isn't known as yet, the ride isn't horrifyingly hard. It feels a little firmer than normal 912s, but isn't uncomfortable.

The steering is typically hyperactive and chatty, needing constant correction at straight-ahead, which is normal for Porsches of this era. Start to ask more probing questions of the steering and the wheel weights up beautifully, allowing you to place the car with precision. There's a little bit of a dead zone around

the straight-ahead, but well within what's expected. The four-speed gearbox is generally slick once warmed, and moves positively across the gate, while the brakes don't protest or misbehave under duress. The engine revs cleanly, with no flat spots.

The major scrapes or dents that you might expect from a rough road rally career are absent and we couldn't find any rust on the body. Any blemishes are very minor - a few marks on the rubber bumpers and some 'misting' in the chrome. This 912 runs on 185/70 R15 Avon Radials, all with excellent tread and no gouges or lumps visible. The hubcaps themselves are also in excellent condition.

There's a lovely patina to the interior - the leather chairs have light creasing and marks from many years of happy seat time, with the steering wheel showing the nicks and marks you'd expect from energetic twirling. The metal dash element has a few marks and a little bit of grime, but it all adds to the charm. The glass is crack-free, with rubbers that look in good condition. There is evidence of former water ingress near the windscreen on the headlining, but there's no resultant mustiness, and the rest of the headlining shows no drooping. There

are no signs of damp or corrosion in the footwells, and all electrical items worked as they should, including the radio.

Efforts to discover the car's servicing and ownership history are ongoing. However, the car performed perfectly during our visit, with no peculiar vibrations or noises from the suspension, and no vibration felt through the pedals. The engine bay - what we can see of it - looks to be in good (if not concours) condition. There were no leaks detected during our time with the car, and the temperatures recorded were all within acceptable limits. The oil was a good brown colour, and all of the other fluids were at their correct marks, with all the hoses and clips that we could see in excellent nick. The car is also registered in the UK.

### CHOOSE YOUR PORSCHE 912

► Announced alongside the new Porsche 911 in 1964, the four-cylinder 912 was launched in 1965 as a base-model replacement for the 356, carrying over the older car's engine into the new 911 bodyshell.

► Targa version with a lift-out roof panel joined the range in 1967. Both coupé and Targa were first discontinued in 1969, replaced by the new two-seater mid-engined 914.

► As a stop-gap, in between the end of the 914's run and the introduction of the new 924, Porsche put the 912 back into production as the 912E. A coupé only, using the bodyshell of the impact-bumpered 'J-series' 911, the 356 engine featured Bosch L-Jetronic fuel injection.

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### 1968 Porsche 912

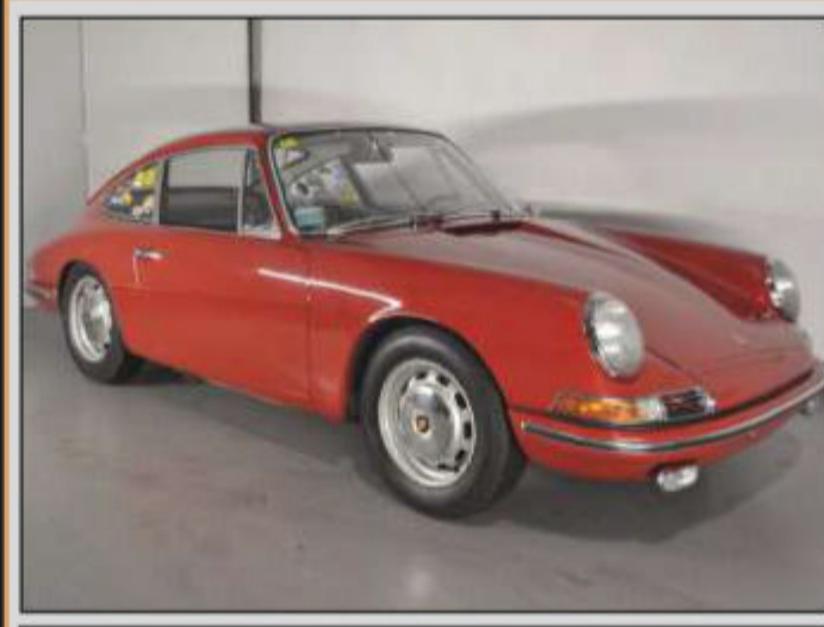
Price £47,950 Contact Oselli Classic & Sportscars, Buckinghamshire (01993 849 610, oselli.com) Engine 1582cc horizontally-opposed four-cylinder, ohv, two Solex PII-40 carburettors Power 90bhp @ 5800rpm Torque 98lb ft @ 3500rpm 0-60mph 13sec Top speed 114mph Fuel consumption 36mpg Length 4315mm Width 1600mm



**2004 ASTON MARTIN DB7 ZAGATO.** Finished in Aston Martin racing Green, with Forest Green over parchment leather with Green carpets. Just 9600 miles, full service history **£275,000**



**1973 MGB GT V8**, restored and finished in blue with parchment piped blue trim. Original factory V8 unit with chrome bumpers out of 1856 right hand drives in totally. **£32,500**



**1968 PORSCHE 912 COUPE** finished in red with black trim, left hand drive, although UK registered. Awaiting further history records. **£47,950**



**2002 ASTON MARTIN DB7 VANTAGE VOLANTE** with Manual gearbox. One of around 100 made with this transmission the car has had just two owners, 28000 miles and full Aston history. Superb in Chiltern Green with Parchment piped green trim **£39,000**



**2001 BENTLEY ARNAGE RED LABEL.** Finished in Black Sapphire with Magnolia hide piped blue with blue carpets. Just 37000 miles with two owners and full Bentley service history. A huge bargain at **£29,950**



**1998 ASTON MARTIN V600.** Finished in 'Rolls Royce Royal Blue Metallic', with parchment piped blue trim and carpets. Just 28k miles and a full works history. **Offers**



**1961 MGA 1622CC MKII.** Finished in Iris blue with piped navy blue leather, hood and tonneau. Just 3000 miles since restoration **£32,950**

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**1958 ROLLS ROYCE SILVER CLOUD I.** Finished in its original and unmolested Sage Green over Smoke Green with Green Hide, lamb's wool rugs to the rear as specified on the build sheets with the car. One family owned from 1959 to 2020. The Silver Cloud was kept in their company's dry warehouse parked up for 30 years before being recommissioned for a family wedding in 1997, after the wedding the car went back into storage. The interior is original and in superb condition all in keeping with the mileage of 35,000. Comes with all its original tools, jack etc, original Rolls Royce Delivery note to the dealer and the delivery note to the customer. Has its original Hand book and various Radio, Heating and Gearbox instructions as issued with the car. Beautiful original unrestored Silver Cloud in excellent condition throughout. Sorry no offers ..... £69,995



**1990 ROLLS ROYCE SPIRIT II.** Finished in its original special order Graphite with Black Everflex Roof. Silverstone Hide throughout with Slate piping. Black R.R badges to rear pillars, charcoal grey wilton carpets and foot stools and dark grey lambswool rugs front and rear. Only 2 owners from new. Supplied by H R Owen of Kensington bearing the very distinctive registration number of R19. Maintained by P & A Wood service stamps by P & A Wood at 7,492 miles, 25,042 miles and 33,493 miles. The car has only covered 36,000 miles. Comes with all its original Hand Books, Service Book etc. Presented in the original leather wallet. History file contains invoices for the Purchase and Servicing from P & A Wood. Complete unused tool kit including spare bulb kit and gloves. Stunning looking car in exceptional condition ..... £25,995

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**1967 DAIMLER 250 V8.** Complete restoration to a very high standard. Finished in unmarked Old English White, interior is Jaguar/Daimler old red with original hide seats, with very light patina. New carpets and new headlining. All the wood veneers have been restored to a very high standard. If you are looking for a Daimler 250 and only want the best don't miss this one. .... £36,995



**1976 JAGUAR XJC 4.2.** Finished in immaculate Jaguar Fern Grey with Cinnamon Hide. One of only a limited number of manual overdrive cars. Only 33,000 miles from new, spent the last several years in a Museum, the car is in stunning condition. Comes with Jaguar Heritage Certificate original book pack including Service Book, old MOT certificates and 2 sets of keys. Would satisfy the most discerning collector/buyer. .... £35,995



**1977 JAGUAR XJC 4.2 AUTO.** Finished in British Racing Green with black everflex roof. The Cinnamon Velour trim is virtually as new. Only 3 owners and 47,000 miles with documented History File. Often referred to as the most elegant of all Jaguars. Certainly a wise investment..... £34,995



**1966 JAGUAR MK10 4.2 AUTO.** Finished in Opalescent Blue with Dark Blue Hide and excellent Walnut Veneers. Only 3 owners from new and 58,000 miles. Restored in the nineties and very light use since. Comes with original sale brochure, log book, book pack and hand books etc. MOT's dating back to 1991 and complete tool kit. .... £24,995



**1989 DAIMLER DOUBLE SIX.** This absolutely superb example was supplied by Paramount of Derby to Lord Varley on the 1st Aug 1989 and serviced by them until 2001 and up until 21,000 miles. A further 4 Jaguar stamps to 49,000 miles in Aug 2007 and now covered 58,000 miles. Solent Blue with Savile Grey this top of the range Daimler is the one to have ..... £23,995



**1983 DAIMLER SOVEREIGN SERVICES III VERY RARE MANUAL.** Finished in immaculate grosvenor brown with biscuit hide. Very rare, 5 speed manual gearbox, electric sunroof, electric windows and mirrors. Only 29,000 miles from new.. Original log book, letters from the 1st and 2nd owners confirming mileage and history, old MOT's, book pack and complete tool kit..... £18,995



**2002 JAGUAR S TYPE 4.2 V8 R ONLY 13,000 MILES.** Immaculate metallic Pacific Blue, unmarked Magnolia Leather Seats. Green Alcantara inserts, Dash coverings & Door inserts. Birds Eye Maple Wood Veneers. Sat Nav, parking sensors, electric heated seats etc. Very rare opportunity to acquire an absolutely mint 13,000 mile V8 R Jaguar. Number plate included..... £17,995



**1985 JAGUAR XJ-SC 3.6 O/D.** Finished in Claret with doeskin leather, last owner since 2008. Extensive history file, 16 service stamps. MOT's dating back to 2008. Only 96,000 miles in 36 years. Getting very rare. Excellent Value rarest of all XJS cars, sound investment, these are only 2 year production. Highly recommended at..... £14,995



**1998 JAGUAR XJ V8 EXECUTIVE.** Jaguar Executive 4.0 V8. Finished in immaculate British Racing Green with oatmeal leather interior. The car has only covered 22,000 miles from new. Comes with documented service history and drives lovely..... £14,995

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## MERCEDES SELECTION



**1984 MERCEDES 280 SL.** Finished in signal Red with grey/black check trim. Spec includes electric windows, alloy wheels, cruise control, alpine radio/cassette and Cobra Alarm. A warranted mileage of only 58,000 miles confirmed with 27 MOT certificates. Drives very well and in very good condition. ....£19,995



**1999 MERCEDES 320SL MILLENNIUM EDITION.** Finished in Mercedes Silver with black hide, Panoramic hardtop and black hood. Being a limited edition it has a very high spec which includes special alloy wheels, heated seats etc. Comes with wind deflector. Original books, stamped service book with 13 service stamps. 76,000 miles. Lovely high spec car. ....£16,995



**1988 MERCEDES 560 SEL.** Finished in immaculate Impala with Magnolia leather. This absolutely stunning example is the most highly special S class of the era I have seen, to the extent of having individual rear seats both having front and aft electrical adjustment. Front orthopaedic and heated seats, sun roof, air conditioning, town and country horns, cruise control and memory seats. Full documented service history. All original books 2 sets of keys and recently fitted alarm/immobiliser. The mileage is 146,000, easily mistaken for 46,000. Ready to show and win. ....£16,995



**2010 MERCEDES E350 CDI BLUE EFFICIENCY SPORT CONVERTIBLE.** This stunning 3 litre convertible is finished in immaculate Indium Grey with unmarked black leather interior. VERY high spec car including the Urgenopic 4 way lumbar support adjustment seats, air scarf, wind deflector, Mercedes Command system and much more. Full service history and only 46,000 miles. ....£16,995



**1996 MERCEDES E220 CABRIOLET SPORT.** Finished in immaculate brilliant silver with black leather. Heated seats, 8 hole alloy wheels. Only 3 owners from new, last owner since 2005. Comes with service history, Old MOT's, Mercedes Book Pack, Service Book etc. Very well looked after, low ownership locally owned car from new. ....£14,995

**1984 MERCEDES 230E AUTO.** Finished in Signal Red with Black Trim. Only covered 59,000 miles. Exceptional condition only 4 owners from new. Getting very hard to find 123's in this condition. ....£12,995



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**1992 MERCEDES 190E AUTO.** Finished in Mercedes Brilliant Silver with grey checked trim. Very high spec includes sunroof, electric windows, flat face alloys and Radio CD player. Full Service History and 78,000 miles. Comes with Large file of invoices and old MOTs..£5,495

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**1975 MGB GT JUBILEE.** One of only 751 examples manufactured. Only 3 owners from New. The Jubilee editions were all BRG with a gold flash to the side and V8 style wheels painted black and gold. This 64,000 mile example has just been restored to original colour and specification .....£12,995



**1974 MG MIDGET 1275CC.** Bare shell restoration approx 3 years ago. Finished in Dark Blue with red leather, red carpets and wire wheels. Only covered 500 miles since the restoration. Immaculate, well restored example which drives very well .....£14,995



**1979 MG MIDGET.** Finished in British Racing Green with Tan Trim. The car is in exceptional condition having only covered 20,000 miles. Comes with the handbook pack, tools and tonneau cover. Really nice example in the best colour.....£10,995



**2001 PORSCHE BOXSTER 2.7.** Finished in immaculate Red Pearl with Grey Leather. Only two owners from New, the first lady owned the car until 2020. Porsche Main Dealer documented history and only 33,000 miles. Comes with all original handbook pack, service book and radio instructions, complete set of MOT's and large file of invoices. Exceptional condition and meticulously cared for. ....£15,995



**1961 HUMBER SUPER SNIPE.** Finished in immaculate Dark Blue with Pale Blue roof and Grey Hide. Lots of chrome walnut dash and picnic tables. Only 57,000 miles recorded. Comes with the original sales brochure, lots of invoices for work done over the years. Very original and has power steering, column change manual gearbox and ivory steering wheel. Must be one of the best on the market. ....£14,995



**1989 CITROEN 2CV6 DOLLY.** Finished in green/white with grey upholstery. Only 43,000 miles from new and comes with original Citroen wallet containing handbooks etc, and stamped service book. A selection of old MOTs and previous log books. A rare low mileage example .....£13,995



**2003 MG TF 135 WITH HARDTOP.** Finished in Trophy Yellow with body coloured hardtop. Only 38,000 miles from new with Full Service History. One of the last produced with the 135 bhp engine. Brand new unused spare wheel. Comes with the original owner's handbook and 2 keys. Nice original well looked after example, perfect summer car .....£5,495



**1982 LAND ROVER SERIES 3 SWB 2.2 PETROL** Finished in Marine Blue with cream hardtop and rear side facing seats. Very original Land Rover in time warp condition. Mechanically excellent having just had £4,000 spent on upgrading portable springs brakes suspension overhaul new wheels and tyres. Very hard to find in original condition like this.....£15,995



**1971 TRIUMPH 13/60.** This time warp car has only covered 22,000 miles. First lady owner kept the car from when she worked at the British Embassy in Germany, Supplied by German Triumph distributed in RHD format, WALTER HAGEN GMBH until 1990. It was then sold to an English collector at 22,000 miles. Original purchase invoices, document service history. Must be one of the best and most original on the market. ....£14,995



**1966 HILLMAN MINX 1725 AUTO.** Only 18,000 miles from new. MOT certificates 1997 to 2000. Has been part of the Jaguar Land Rover collection. Finished in its original colour of green with all original green interior, a real time warp car. Perfect show car. ....£12,995



**1971 VOLVO 144 DL AUTO.** Finished in immaculate Riviera Blue with excellent Blue Trim. 55,000 miles recorded and comes with a handbook, service book and old MOT certificates.....£7,995

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Aston Martin DB2/4 MKII



Aston Martin DB6 Manual



Aston Martin V8 Volante  
POW Spec LHD Manual



Aston Martin V8 Saloon Series 4  
'Oscar India'



Aston Martin V8 Vantage Zagato Left  
Hand Drive Manual



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Aston Martin DB2 Drophead Restored  
Aston Martin DB4 S1 RHD  
Aston Martin DB4 S5 SS LHD  
Aston Martin DB6 Saloon Man RHD  
Aston Martin DB6 Volante Man RHD  
Aston Martin DB6 Vantage LH

Aston Martin DB2/4 MKII Coupe  
Aston Martin One-77 LHD  
Aston Martin Vanquish S LHD  
Aston Martin V8 S2 Saloon LHD  
Aston Martin V8 Vantage N400 Roadster  
Aston Martin V8 Vantage X Pack Coupe LHD  
Aston Martin Virage Coupe  
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**JAGUAR MK 2 3.8 Ltr 1961:** Opalescent Gunmetal Grey with Red hide interior. Chromium wire wheels. Automatic gearbox. Original hand-cranned aerial. 16,600 miles only from new! Known to us since it was imported from Jersey, CI in the mid-1980's. Complete with its original Handbook Pack/Periodic Maintenance Vouchers/original Log Book (copy)/magazine articles etc. One of the most original examples in existence, just released from 34 years in a private collection ..... £87,500



**JAGUAR MK 5 3½ Ltr THREE POSITION DROPHEAD COUPE 1951:** Black with Beige hide interior. Black mohair soft-top. Chromium 'ACE' wheel trims. Original UK supplied example. Four owners. Original Log-Book and registration number. Substantial restoration many years ago and subsequently maintained to a very high standard by a long-term Jaguar enthusiast. .... £79,995



**DAIMLER SOVEREIGN 420 1969:** British Racing Green with Beige hide interior. Automatic / Power steering. Last family owners since 1971. 57,000 miles only from new.



**JAGUAR S-TYPE 'R' 4.2 Ltr SUPERCHARGED 2006:** Liquid Silver with Warm Charcoal hide interior. Aluminium veneers. 18" 'Vulcan' alloy wheels. Two owners. 60,000 miles only from new. Full service history. Eaton supercharged, 400 BHP example ..... £13,995



**MERCEDES-BENZ 230SL (W113) 1967:** Tunis Beige with matching hard-top, black hide interior and black soft-top. Original steel wheels with body coloured hub caps. Automatic/P.A.S. Excellent history from new. A well-maintained example which has been the subject of much mechanical and cosmetic attention. Previously supplied by ourselves ..... £109,500



**JAGUAR SOVEREIGN 3.6 Ltr (XJ40) 1987:** Nimbus White with Biscuit hide interior. 'Teardrop' alloy wheels. Two owners. 38,000 miles only from new. Air conditioning, electric sunshine roof, sheepskin footwell rugs etc. Complete with all original ordering and delivery paperwork, handbooks, service book etc. Meticulously cared for from new. .... £12,995

**FERRARI 550 MARANELLO 1997:** Argento Nürburgring (Silver) with Blu Scurro interior. Alloy wheels. 32,000 miles only from new. Comprehensive service history with original book pack, service book and other sundry paperwork. Original UK supplied example. 6-speed manual gearbox. Air conditioning and other usual refinements ..... £89,995

**DAIMLER CONQUEST CENTURY 'NEW DROPHEAD COUPE' 1956:** Cream with Navy Blue hide interior piped in Cream. Navy Blue mohair soft-top and hood cover. Pre-select gearbox. Four owners, the last for nearly 40 years. Original Log-Book and registration number. Believed to be the Carbodies display vehicle for the 1956 Earls Court Motor Show. One of 54 examples built.

**JENSEN C-V8 MK3 1965:** Opalescent Midnight Blue with Grey hide interior piped in blue. 'Rostyle' wheels. 'Webasto' sunshine roof. Engine enlarged to 6.8ltrs. Chrysler 518 4-speed automatic gearbox with torque converter lock-up. Power steering and other upgrades to provide a very modern driving C-V8. Please enquire for further detail ..... £74,995

**JAGUAR XJ8 3.5 Ltr 'SPORT PREMIUM' (X-350) 2004:** Midnight Metallic with Ivory hide interior. 19" 'Custom' alloy wheels. Privacy glass. 27,000 miles only from new. Birds Eye Maple Grey veneers. Premium Option pack, 'R' brand seats, air conditioning and many other features. Original UK supplied example ..... £13,995

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**2005 BENTLEY ARNAGE T**  
22000 Miles. Finished in Dark Blue with diamond quilted inserts in seats trimmed in Cotswold. Dark stained burr walnut veneer. Sunroof, Sat Nav, Front and rear parking sensors, Le Mans series front wing vents, 19" five spoke two piece alloy wheels. Full service history. Amazing condition.

£45,000



**2004 BENTLEY GT**  
55000 Miles. Finished in Metallic Moonbeam Silver with Main Hide in Saffron and Secondary Hide in Nautic, Optional Extra Dark Stained Burr Walnut Veneer £21,950



**2001 BENTLEY ARNAGE RED LABEL** Only 31,000 Miles. Finished in Stunning Black Sapphire with Magnolia Interior Piped in French Navy and matching French Navy Carpeting. Fitted with Satellite Navigation, Electric folding mirrors. Front and Rear parking sensors, Electric rear seats, Rear Vanity mirrors with Veneer surround, Picnic tables to rear of front seats, Rear 1/4 Badges and Lamb's Wool Over Rugs. Exceptional Condition Throughout.

£29,950



**2002 BENTLEY ARNAGE T.** 73000 Miles. Finished in Stunning Special Order Tungsten Metallic Paint with Main & Secondary hides in Beluga with Portland Stitching, B Motifs Embossed onto all 4 Seats in Portland, Dark Burr Walnut veneer, Optional Aluminium waist rail & fascia inserts, Upgraded Satnav, Parking Sensors Front & Rear, Electric + Memory + Heated Front Seats, Electric Rear Seat bases, Lambs Wool Over Rugs, B with Wings fitted to radiator grill, 19" Split Rim Alloys, Fantastic Service History & Great Condition £23,500

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**2014/14 Bentley Continental GT Speed.** Finished in unmarked Extreme Silver with red brake calipers and 21 inch Speed wheels in Dark Tint. Beluga interior with contrast stitching, trimmed steering wheel and ventilated front seats with massage. Only 38,000 miles with full Main Agent history. Only £63,950



**2010 Model/59 Bentley Flying Spur Mulliner.** Finished in unmarked White Sand Metallic with 20 inch alloys, bright chromed lower grilles and an electric sunroof. Beluga interior with Linen stitching. Adaptive cruise and electric rear seats. Just 44,000 miles with only 2 owners and FSH. Immaculate condition £36,950



**2009 Model/58 Bentley Continental GTC Mulliner.** Finished in Beluga with a Black Mohair hood and 20 inch seven spoke diamond cut Black and polished alloys with special order twin exhausts. Soft Black with Linen stitching and Piano Black veneers. Only 48,000 miles with FSH. Immaculate condition throughout £41,750



**2007/07 Bentley Flying Spur.** Finished in Midnight Emerald with Ochre main hide and with Spruce as secondary hide. Heated and cooling seats front and rear, with the 5 seat option and picnic tables to the rear. Only 59,000 miles with Full Service History. Immaculate condition throughout £28,950



**2007/07 Bentley Arnage T Mulliner.** Finished in unmarked Silver Storm with a retracting Flying B and privacy glass to the rear. Beluga interior with contrast stitching in Magnolia. Vanity mirrors to the rear quarters, with machined dash and door cappings. Only 41,000 miles with full history. Outstanding condition £39,950



**2007/07 Bentley Continental GT Mulliner.** Finished in Silver Tempest, with 20 inch split rim alloys and Beluga interior, with contrast stitching and Flying B's in Portland. Fitted with powered boot and Climate Home controls. 87,000 miles with Full Service History. Outstanding condition throughout £28,950



**2005/55 Bentley Continental GT.** Finished in stunning Silverlake with 19 inch split rim alloys, with Portland interior and Walnut veneers including door inlays. Upgraded sat nav and DAB radio fitted. Only 57,000 miles with Full Service History. This fantastic example has to be seen at only £25,950



**2005/54 Bentley Continental GT.** Finished in Cypress with Saffron interior, with secondary hide in Beluga, matching Beluga carpets and Burr Walnut veneers. Fitted with Mulliner 19 inch split rim alloys. Only 84,000 miles with Full Service History. Known to us for several years and immaculate throughout £23,950



**2004/04 Bentley Continental GT.** Finished in unmarked White with privacy glass and Black 5 spoke alloys. The interior is in Savannah main hide with Beluga secondary hide and Walnut veneers. Unmarked throughout, with only 75,000 miles and FSH. Known to ourselves for last 15 years. Only £22,950



**2002/52 Bentley Arnage R.** Finished in special order Oxford Blue with Oatmeal hide interior, French Navy carpets and Burr Oak veneers. Fitted with picnic tables, heated and electric rear seats with lumbar support and rear quarter companion mirrors. Extensive history and maintained regardless of cost. Outstanding condition £24,950



**2002/02 Bentley Arnage T.** Finished in Silver Storm with 19 inch split rim alloys and Magnolia interior, with contrast stitching in French Navy and embossed Flying B's, with Walnut veneers and French Navy carpets. Only 67,000 miles with Full Service History. Immaculate condition throughout. Incredible value at only £27,250



**2004/54 Bentley Continental GT.** Finished in Moonbeam Silver with Speed wheels and chrome lower grilles with chrome mouldings to the front and rear lights. The interior is in Portland with French Navy secondary hide. Only 53,000 miles and known to ourselves for the last 8 years. Immaculate throughout, only £24,950



**1998 S Bentley Continental R Chatsworth Limited Edition.** Number 7 of only 10 numbered models. This extremely rare car, with numerous Chatsworth features, is finished in Chatsworth Silver with Silverstone interior and Beluga secondary hide, with contrasting carpets. Only 51,000 miles with FSH £65,950



**1997 P Bentley Turbo RL.** Finished in unmarked Midnight Sapphire with Cream coach lines and 17 inch alloys. Sandstone interior with French Navy piping and French Navy tops to the armrests, with French Navy carpets. Factory fitted picnic tables and cocktail cabinets. Full history, outstanding value at £19,750



**1997 P Bentley Turbo RL MK IV.** Finished in Black Emerald with 17 inch alloys and Cream coach lines. The interior is in Cream with Spruce Green piping and Flying B's to the headrests, with Spruce Green carpets piped in Cream. Known to ourselves for the last 7 years. 97,000 miles with FSH. Immaculate, Only £18,950



**1950 Bentley MK VI Drophead Coupe.** Previously restored with a nut and bolt rebuild, including the body, the car looks and drives superbly. Finished in British Racing Green with Willow Gold side panels, a Black mohair hood and Magnolia interior, this car is a real head turner. An investment at only £112,950



**1996 N Bentley Brooklands.** Finished in Peacock Blue with Magnolia interior piped in French Navy and French Navy carpets piped in Magnolia. Fitted with front and rear parking sensors. We have supplied and serviced this car for the last 13 years and it has always been maintained regardless of cost. Offered at only £19,750



**1981/X Rolls Royce Corniche Convertible Series II.** Only 17,650 miles from new with history. Finished in stunning Willow Gold with white wall tyres and Walnut roof. With Magnolia interior piped in Walnut and Cream carpets, this car is amazing and is so very original. Must be seen, an investment at £97,950



**1980 W Silver Shadow Series II.** Presented in absolutely immaculate condition. The Chestnut paintwork is completely unmarked and the London Tan interior is almost like new with only 40,000 miles on the clock. Maintained to the highest degree, it is very rare to see a car in this condition. Yours for only £37,950



**1979 T Bentley Corniche 2 dr FHC.** 1 of only 7 produced. Finished in Classic Athenian Blue with white wall tyres and an electric sunroof. Cream interior with Walnut veneers that are in perfect condition and a complete tool kit. Only 2 owners and 53,500 miles with history. An investment at only £125,950



**1979 T Rolls Royce Silver Shadow Series II** in beautiful Seychelles Blue with Silver coachlines and whitewall tyres. Slate Grey interior with French Navy carpets. The first owner shipped the car back from Hong Kong to the UK 2 years ago. Very low mileage of 27,000, with history. Beautiful throughout, amazing value £36,950



**1977 R Rolls Royce Corniche FHC 2 dr Coupe.** Finished in Sand with a Walnut vinyl roof and white wall tyres. Cream interior with Cream carpets, with Walnut piping and Walnut veneers, all in perfect condition. Only 48,000 miles, known to ourselves for last 7 years. Lots of history, a superb investment £69,950



**1964 B Rolls Royce Silver Cloud III.** Finished in Georgian Silver with St James coach lines and St James interior, with picnic tables and cocktail cabinets. This car has been restored by its previous owner to its former glory. A beautiful example of this much sought after model. An investment at only £75,950

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1995 Audi Cabriolet Auto ..... £10,000

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1993 Mercedes-Benz 190E ..... £10,000

Lovely example of a 190E finished in Rosewood metallic with contrasting trim, alloys, central locking, electric windows, radio cassette, PAS, 24 service stamps in the book, only 54,208 miles, original Mercedes-Benz handbook and service book. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



1993 BMW 320i Saloon ..... £15,000

Outstanding 2 owner BMW 320i Saloon finished in Alpine White with Indigo cloth trim, alloy wheels, electric front windows, factory fit sunroof, front fog lamps, radio, extensive file, mileage 66,483 Miles. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



1999 Mercedes-Benz SLK ..... £15,000

Covered only 14,005 miles and is presented in like-new condition. Finished in the classic Brilliant Silver complimented by the Anthracite Leather interior trim, this SLK must be seen to be appreciated. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



2004 Jaguar XKR Coupé ..... £17,500

Outstanding used Jaguar XKR Coupé 4.2 2dr Auto in Blue with contrasting Ivory Leather, Electric Seats, XKR Alloys, Air Conditioning, Remote Central Locking, 13 Service Stamps in the Book, Original Handbook Pack. Mileage 62,210 Miles. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



1984 Mercedes-Benz 280SE ..... £20,000

Mercedes Benz 280SE with only 23,382 miles. It was retained by its first owner from 1984 until 2007 when it was sold to a Mercedes collector until 2018 when it was sold back to the first owner. Lapis Blue with contrasting Blue trim, automatic. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



1993 Peugeot 205 GTI ..... £25,000

This rare Peugeot 205 1.9 GTI is finished in White with contrasting half leather trim and benefits from a 5 speed gearbox, PAS, alloy wheels & tinted glass. The example comes with the original Peugeot handbook along with a file with old MOT's. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



1969 MG MGA ..... £26,000

A truly stunning MGA Coupé. Supplied with a certified copy of the factory record from the British Motor Industry Heritage Trust, numerous invoices, MOT Certificates old tax discs and a USB with many photographs. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



2002 Porsche 911 [996] Carrera 4 Cabriolet ..... £32,500

Porsche 911 Cabriolet finished in Silver with contrasting Black leather trim and Blue soft top, only 38,000 miles by 2 owners and extensive service history. Hard top, Xenon lights, Bose sound system, 18 Alloys, PCM Navigation and more. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



2004 TVR T350 C Coupé ..... £33,000

Outstanding used TVR T350 C Coupé 3.6 2dr, 19 service stamps in the book, 5-speed manual gearbox, 18 7 spoke TVR alloys, Pioneer centre screen, extensive history file with invoices, original TVR handbook pack. Mileage 32,500. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



1983 Ford Escort ..... £42,000

Outstanding Rare 1983 Ford Escort RS 1600i in BLACK with contrasting Grey RS trim, original alloy wheels, boot spoiler, radio cassette, 5 speed manual gearbox, this car has got to be seen. Mileage since restoration 346 Miles. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



1994 Ferrari 348 ..... £50,000

Wonderful UK-supplied, right-hand drive, Targa-topped Ferrari 348 Transversale Spider. Late production car finished in Argento. Powered by Ferraris jewel-like 300bhp, 3.4-litre, 32-valve V8, 0-60 in 5.6 seconds and 171 mph. Mileage 50,263. For full specification and history visit [petervardy.com/heritage](http://petervardy.com/heritage).



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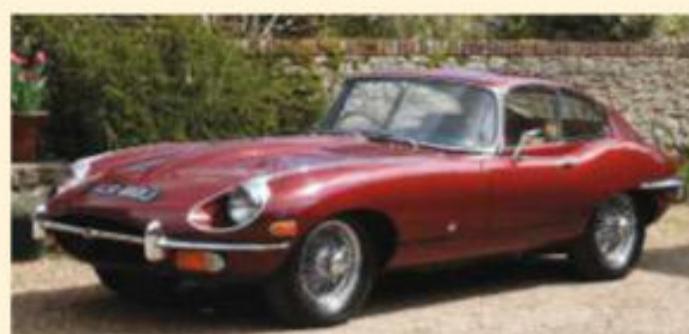
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**1977 ROLLS-ROYCE SILVER SHADOW II** Walnut over Silver Sand, 75,000 miles, tan hide piped brown, huge history file. A beautiful and well maintained example. .... £35,000



**1954 ROLLS-ROYCE SILVER DAWN.** Factory black, tan hide, 96,000 miles. Same family for 51 years. Only 3 former keepers. A stunning example with an excellent history. .... £70,000



**1976 ROLLS-ROYCE SILVER SHADOW** finished in Regency Gold with Magnolia interior. 77,000 miles from new just 4 former keepers. Exceptional condition throughout. Extremely comprehensive history file with 2 fully stamped service books. A Wonderful; example in every way ..... £28,000



**2003 BENTLEY ARNAGE T** Finished in Silver Storm with Beluga hide interior. 37,000 miles with full service history with Bentley main agents. outstanding condition throughout. .... £28,000



**1979 ROLLS-ROYCE SILVER SHADOW 2** finished in Shell over Tudor with Red Hide Interior, 79,000miles with full and comprehensive history file.Exceptional condition throughout..... £34,000



**1965 ROLLS-ROYCE SILVER CLOUD III** finished in Midnight Blue with Light tan hide Interior, 68,000 miles. Just 3 former keepers. Exceptional ..... £95,000



**1998 BENTLEY CONTINENTAL T 420.** Atlantic Blue Mica 44,000 miles. Sandstone hide piped Blue Interior. Full service history with Jack Barclay and ourselves. One of just 104 RHD examples produced..... £99,000



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**1979 ROLLS-ROYCE SILVER SHADOW 2.** Finished in Chestnut with Beige hide interior. 30,218 miles with full service history. Outstanding and totally original Silver Shadow II with very low mileage and one family ownership from new ..... £42,000



**2007 RANGE ROVER SPORT 3.6 TDV8** finished in Black with Black Leather interior, 77,000 miles Full Service History ..... £10,000



**1998 BENTLEY TURBO RT MULLINER SPEC** finished in Peacock Blue with Magnolia Hide Interior, 107,000 miles just 2 owners from new. Commissioned by Mulliner for Vickers chairman, Andrew John. Limited Edition RT. One off Mulliner commission. Owned for 22 years by the Guinness family and chauffeur driven. .... £10,000



**1995 BENTLEY CONTINENTAL R** finished in Red Pearl Magnolia piped Red Interior 35,000 miles, Full Service History. Known to us for last 13 years. A beautiful low mileage example..... £55,000



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### MG TF 1954

Very smart bespoke red coachwork with black leather twin seats. Fitted with an electric start Honda four stroke single-cylinder engine with auto clutch and 4 speed gearbox. Built nearly 50 years ago and used rarely. Quite unique and very rare.

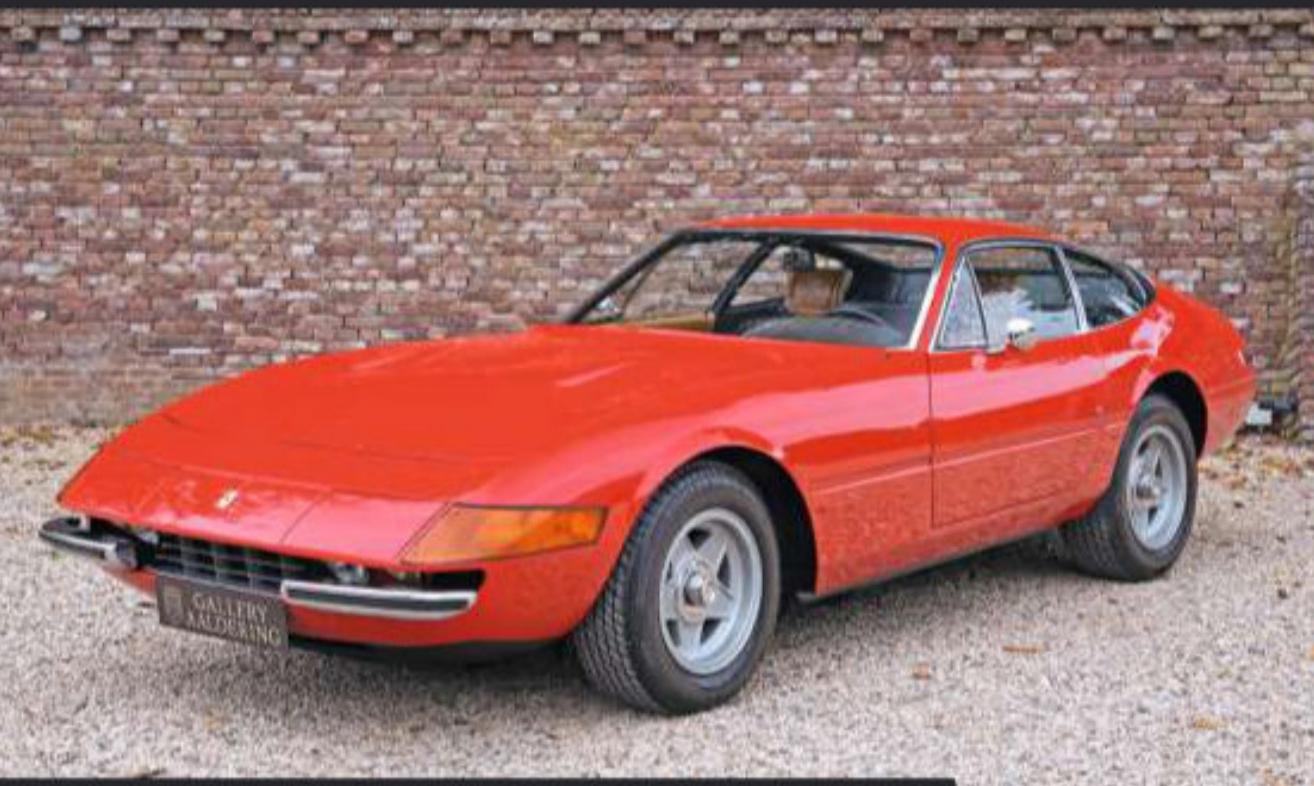
Comes with a fitted tonneau cover and rear mounted spare wheel along with stainless steel shiny hubcaps.

I can even drive this car myself as well as the children so very interesting to own. Great looking car for showroom display, private collection, or just let your children enjoy it. **£11,950**



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**Ferrari 365 GTB/4 Daytona (1972)**

Stunning original, only 31.000 Miles from new, unrestored condition



**Alfa Romeo 1750 GTV (1968)**

First series, fully restored and revised, Dutch delivered car



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Only 125 made, Swiss delivered car



**Jaguar E-Type Series 3 V12 (1974)**

Fully revised condition, matching numbers and colours



**Mercedes-Benz W111 280SE 3.5 (1970)**

Rare floorshift manual, sublime colour combination

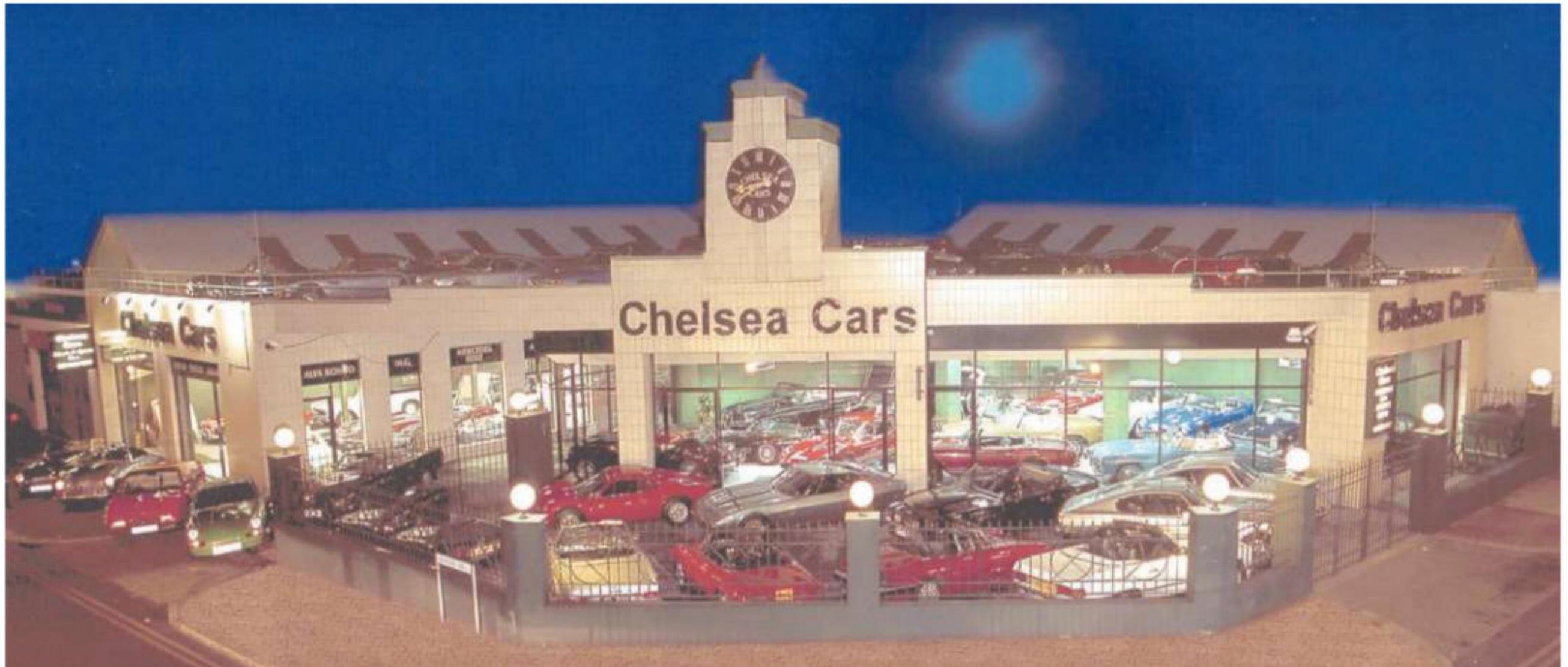


**Chevrolet Corvette C2 (1966)**

Stunning colour combination

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|                                                                                                                                                                                                                           |                 |                                                                                                                                                                                                                  |                 |
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| <b>1960 ASTON MARTIN DBS 6 VANTAGE</b> - SILVER COACHWORK, DARK BLUE LEATHER. MANUAL ZF 5 SPEED .....                                                                                                                     | <b>£125,000</b> | <b>1965 MERCEDES 300SE COUPE</b> - LHD, MANUAL 5 SPEED. LIGHT GREEN COACHWORK .....                                                                                                                              | <b>£79,995</b>  |
| <b>1965 ASTON MARTIN DB5</b> - CALIFORNIAN SAGE COACHWORK MAGNOLIA INTERIOR .....                                                                                                                                         | <b>£675,000</b> | <b>1970 MERCEDES 280 SL. RHD. AUTO</b> - P/S. MATCHING NUMBERS. ENGINE REBUILT. LOW FAMILY OWNERSHIP. WHITE COACHWORK, BLACK LEATHER INTERIOR. THIS CAR HAS BEEN SUBJECT TO A 10 YEAR HIGH END RESTORATION ..... | <b>£POA</b>     |
| <b>1966 ASTON MARTIN DB6 VANTAGE</b> - MANUAL GEARBOX, WHITE COACHWORK, LOW MILEAGE. PREVIOUSLY OWNED FOR MANY YEARS BY AN ASTON MARTIN SPECIALIST. THE ONLY WHITE DB6 VANTAGE PRODUCED. THIS IS A VERY HIGH END CAR..... | <b>£425,000</b> | <b>1971 MERCEDES 280 SE SALOON 6 CYLINDER</b> , LIGHT METALLIC BLUE, AUTO,P/S. 63000 MILES .....                                                                                                                 | <b>£29,995</b>  |
| <b>1963 BENTLEY S3 RHD</b> - SILVER OVER DARK METALLIC BLUE COACHWORK, GREY LEATHER.....                                                                                                                                  | <b>£39,995</b>  | <b>1971 MERCEDES 280 SE COUPE</b> - RHD, BLACK COACHWORK, BLACK INTERIOR, FLOOR SHIFT. EXTENSIVE SERVICE HISTORY .....                                                                                           | <b>£109,995</b> |
| <b>1998 FERRARI 355 SPIDER</b> , RHD MANUAL TRANSMISSION, TOUR DE FRANCE BLUE,TAN LEATHER 44K MILES .....                                                                                                                 | <b>£84,995</b>  | <b>1973 MERCEDES 350 SL</b> , WHITE COACHWORK,32K MILES CIRCA £50K RESTORATION.....                                                                                                                              | <b>£39,995</b>  |
| <b>1952 JAGUAR XK 120 ROADSTER</b> - UK, RHD. BRG,TAN LEATHER. FULLY RESTORED MECHANICALLY UPGRADED ENGINE, GEARBOX, BRAKES ETC .....                                                                                     | <b>£119,995</b> | <b>1979 MERCEDES 450SL</b> - LHD WHITE COACHWORK, BLACK INTERIOR, A/C, SHOWING JUST 34K MILES .....                                                                                                              | <b>£26,995</b>  |
| <b>1966 JAGUAR E TYPE COUPE SERIES 1- 2 PLUS 2</b> , RHD. LIGHT METALLIC BLUE COACHWORK, DARK BLUE LEATHER PREVIOUS ENGINE REBUILD AND RESTORATION. EXTENSIVE SERVICE HISTORY .....                                       | <b>£64,995</b>  | <b>1985 MERCEDES 280 SL</b> - SILVER COACHWORK, DARK BLUE INTERIOR 83,000 MILES.....                                                                                                                             | <b>£24,995</b>  |
| <b>1969 JAGUAR E TYPE ROADSTER LHD</b> - MAROON COACHWORK, BLACK LEATHER INTERIOR, W/W .....                                                                                                                              | <b>£69,995</b>  | <b>1985 MERCEDES 280 SL</b> SMOKE SILVER COACHWORK, BLACK LEATHER .....                                                                                                                                          | <b>£24,995</b>  |
| <b>2021 JAGUAR C TYPE</b> - REALM RECREATION. RHD. RED COACHWORK, BLACK LEATHER. REBUILT 3.4 TRIPLE CARB ENGINE. RUNNING IN MILES.....                                                                                    | <b>£69,995</b>  | <b>1986 MERCEDES 300 SL</b> - GRAPHITE GREY COACHWORK, GREY INTERIOR .....                                                                                                                                       | <b>£22,995</b>  |
| <b>1965 LANCIA FLAMINIA 2.8 3 C COUPE</b> - LHD. SILVER COACHWORK, RED LEATHER .....                                                                                                                                      | <b>£59,995</b>  | <b>1989 MERCEDES 300 SL</b> - IMPALA COACHWORK, JUST 52K MILES .....                                                                                                                                             | <b>£54,995</b>  |
| <b>1949 MERCEDES V170</b> - 4 DOOR LIMOUSINE CABRIOLET. RED COACHWORK. FULLY RESTORED .....                                                                                                                               | <b>£429,995</b> | <b>1989 MERCEDES 300SL</b> - BLACK COACHWORK, BLACK LEATHER, 85K MILES .....                                                                                                                                     | <b>£33,995</b>  |
| <b>1957 MERCEDES PONTON 219 SALOON.</b> 6 CYLINDER ENGINE, BLACK COACHWORK, LHD. RESTORED .....                                                                                                                           | <b>£29,995</b>  | <b>1997 MERCEDES E220 CABRIOLET</b> - DARK GREEN METALLIC COACHWORK, TAN LEATHER.....                                                                                                                            | <b>£13,995</b>  |
| <b>1957 MERCEDES 190 SL RHD</b> - SILVER COACHWORK, BURGUNDY LEATHER. JUST RESTORED, ENGINE REBUILD .....                                                                                                                 | <b>£149,995</b> | <b>1965 PORSCHE 356C</b> - COUPE LHD, RED.....                                                                                                                                                                   | <b>£89,995</b>  |
| <b>1961 MERCEDES 190SL</b> - LHD, SILVER COACHWORK, BLACK LEATHER, FULLY RESTORED .....                                                                                                                                   | <b>£149,995</b> | <b>1966 PORSCHE 912 RHD</b> - DARK BLUE COACHWORK, MAGNOLIA INTERIOR .....                                                                                                                                       | <b>£59,995</b>  |
| <b>1965 MERCEDES 230SL</b> - LHD WHITE COACHWORK, AUTOMATIC, BLUE INTERIOR .....                                                                                                                                          | <b>£69,995</b>  | <b>1973 PORSCHE 911 2.4 E. LHD</b> - BLACK COACHWORK, BLACK INTERIOR. RESTORED WITH UPGRADE 2.4S ENGINE .....                                                                                                    | <b>£89,995</b>  |
|                                                                                                                                                                                                                           |                 | <b>1972 RANGE ROVER SUFFIX A</b> - LHD. SAHARA BEIGE COACHWORK .....                                                                                                                                             | <b>£29,995</b>  |
|                                                                                                                                                                                                                           |                 | <b>1972 VW CAMPER VAN WESFALIA</b> - ORANGE COACHWORK, LHD, FULL RESTORATION .....                                                                                                                               | <b>£29,995</b>  |

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**1958 Jaguar MK IX 3.8 Automatic Saloon** - Comes with a comprehensive file including restoration photographic record, original first 'buff' logbook etc. The original tool kits in the door panels are also present and correct. Truly an impressive specimen of the imposing and timeless Jaguar MK IX for the discerning collector.....£49,995



**1986 Jaguar XJS 3.6 Manual** - Ex Factory Promotion Car with significant history and provenance. Confirmed by Jaguar, we know the XJS was then used by Jaguar themselves for display and promotional work and was driven by their Team Racing Driver Martin Brundle as his Company Car. The XJS also has the distinction of having sports seats, later alloy wheels and colour coded front spoiler .....£19,995



**1962 Austin Healey 3000 MkIIA** - A fantastic opportunity to purchase a stunning UK supplied Healey with fantastic race provenance, that has recently completed a program of work that has been carried out to a very high standard. Over 2019 in the region of £45,000 was spent on 539 EGJ taking the car to a beautifully finished standard.....£64,995



**1967 Morris Minor Pick Up** - This fully rebuilt Morris Minor Pick Up truck has covered just over 500 miles since a complete nut and bolt rebuild. The interior was completely re-trimmed with Newton Commercial trim and is beautifully presented. LFW20F is a stunning example, ideal for shows, events, regular use but now too good to be the work horse!.....£24,995



**1981 Triumph Dolomite Sprint** - This is a motor car we are extremely excited about, not only are top quality Sprints in high demand, this car was subject of a rolling shell bare metal restoration during the 1990's but since completion of it's rebuild, it has covered in the region of 40,000 miles. So many years on since restoration the car still presents beautifully the bodywork is excellent and straight.....£19,995



**1961 Wolseley 1500** - The Wolseley is responsive, handles very well indeed and having gone through our workshop will make a delightful everyday classic capable of regular use. This is as honest as they come, its charming, its aged paintwork offers true patina, and the interior is wonderful.....£9,750



**1961 Jaguar MkII 3.4 Manual with Overdrive** - This is a beautifully presented, yet largely original and very genuine Jaguar MKII 3.4. The VSE rebuilt engine holds excellent oil pressure and offers superb performance. The Moss gearbox is great to use, the overdrive is smooth and the handling and brakes are first class. 691HDV presents superbly with an excellent straight body and superb door gaps.....£39,995



**1967 Jaguar S-Type 3.4 Manual O/D** - MAO 703E comes back to us in stunning condition, still retaining its first class paint finish and excellent panel gaps. The doors fit perfectly, door bottoms are exceptional, and panels are lovely, clean and straight. The chrome work gleams, chrome wire wheels have been regularly polished and look excellent and the interior has that wonderful blend of originality.....£29,995



**1966 Volvo 122S Amazon Historic Rally Car** - This striking historic rally car was restored and upgraded to full stage rally specification in 1993. In February 2006 it completed the Winter Challenge from Chantilly to Monte Carlo - a competitive distance of 2500 kilometres where it finished 1st in class. ....£24,995



**1972 MGB Roadster** - The MG left the factory in Harvest Gold with Navy Trim, Black Hood and featured Rostyle wheels (later changed to chrome wires), overdrive, headrests and servo assisted brakes. The MGB is a delight to drive, it's been regularly serviced, the engine is super fit holding excellent oil pressure, the four speed gearbox and overdrive are smooth and the car is absolutely ideal for regular summer use, shows and events.....£17,995



**1968 Jensen Interceptor MkI** - We are pleased to report this lovely early Interceptor is still in its original colours and specification, and is ac correct, unmolested and remarkably original car with a mileage of 96,750. The V8 engine is strong and in very good order holding good oil pressure and offering impressive performance. The gearbox offers lovely smooth changes, and the Jensen has recently had a re-conditioned radiator fitted.....£69,995



**1981 Ford Capri 3.0 Sport** - This is the first MKIII Sport model we have owned in well over 20 years and whilst the car has undergone some light restoration, it is very original in many respects. The interior in recent years has been treated to new seat foams and carpets, and again is largely original with a nice patina. VLL 262X has arrived with us from one of our long term regular customers and presents very well.£29,995



**1965 Jaguar S-Type 3.8 Manual with Overdrive** - The car is truly exceptional and without doubt the very best S-Type we have owned. The underside is beautifully presented and is exceptionally clean, the bodywork and paintwork stunning with excellent straight panels and a gleaming finish. The interior is beautifully finished with high quality leather, woodwork, carpets and headlining. ....£49,995



**1939 MG TB** - This is only the second MG TB we have had in the last 25 years; they are incredibly rare and sought after with just 379 ever built. This MG TB has an interesting history and specification but is also a proven, ultra-reliable 'user' capable of serious mileage and touring as found out when the car arrived with us.....£46,995



**1934 Standard Twelve Deluxe Saloon** - We're delighted to present a show quality Standard Twelve with a fascinating history - a car which we found unrestored in a York City Centre garage in 2011. We quickly sold the car as a 'barn find' for restoration and the exceptional result of a body-off, bare chassis, back to the frame restoration is remarkable. We expect the new owner to be absolutely delighted with this unique car.....£18,995



**1960 Aston Martin DB4 Series II** - We are delighted to once again offer this outstanding car onto the market. This stunning, fully rebuilt car was manufactured for the RHD Home Market True collector's car quality with provenance, history and its exceptional appearance is equally matched by its performance and driving experience. Ready for some long-distance touring and regular use .....£549,995



**1989 Ford Sierra Sapphire Cosworth** - This is a remarkably special car with an ultra-low mileage of 26950 and is incredibly original in many respects. This genuine Ford Sierra Sapphire Cosworth was built at the Genk, Belgium assembly plant in March 1989 as a Moonstone finished four door Cosworth with 2.0L DOHC engine. The car was built for the RHD UK market as confirmed on a Ford letter of authenticity .....£59,995



**1959 Jaguar XK150 3.4 DHC** - This is an exceptional value, fantastic entry level way into the Jaguar XK DHC market. It presents very well with a lovely, clean straight body with impressive paintwork. The chrome work is generally of a very good standard and the Biscuit leather upholstery is superb. This is a very well sorted and prepared XK150 that does not disappoint. ....£82,995



**1962 Aston Martin DB4 Series V Vantage** - UK RHD, Matching numbers car with unbelievable full history from new. Subject of a recent full restoration to the highest of standards, engine rebuilt by the famous RS Williams and fitted with PAS & Borrani Wheels. Top class in every respect and incredibly rare.....£769,995

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**1986 JAGUAR V12 SOVEREIGN SERIES 3.** BRG with doeskin leather trim. Pepper pot alloys, Aircond, cruise, full electric Pack, 60450 miles with FJSI stunning original example.....£18,950



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**1992 MERCEDES 300SL R129.** Signal red with beige leather trim. Eight Hole alloys, black power hood with red hardtop., cruise, full electric pack 73000 miles with perfect fully documented history. A superb original specimen example.....£16,950



**1990 AC COBRA MK IV BY AUTOKRAFT 302CI (5.0).** High performance engine. Full alloy body in Solent Blue with Black leather , Halibrand alloys. Full weather equipment, polished bespoke steering wheel, 13900 miles only from new, as new .....



**1986 MERCEDES 300SL W107.** White with black leather and sports cloth trim. Flat face Alloys, white hard top 74000 miles with full documented history and every MOT certificate from day one, in show winning condition One of the best available.....£34,950



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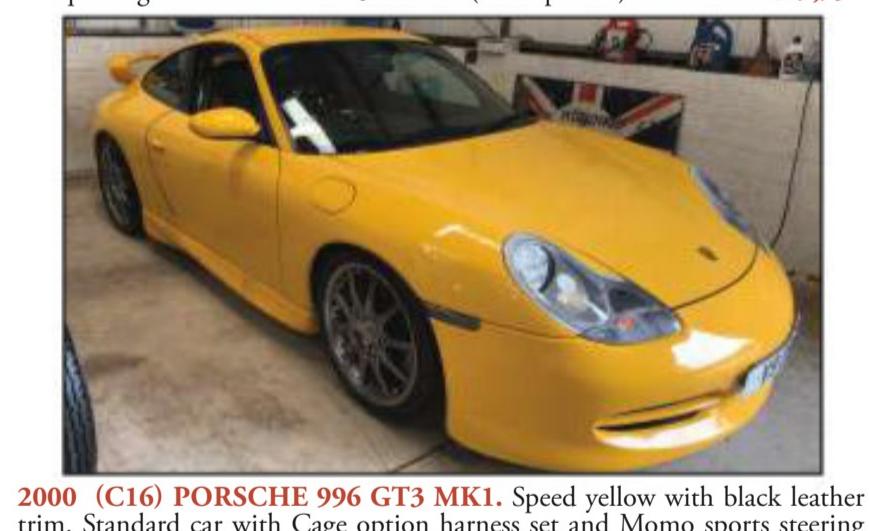
**1988 FERRARI 328 GTS LHD.** Rosso Corsa with tan trim 18500 miles only. With perfect documented history from day one and 3 previous owners . Unique Registration number E328 GTS (can separate ) .....



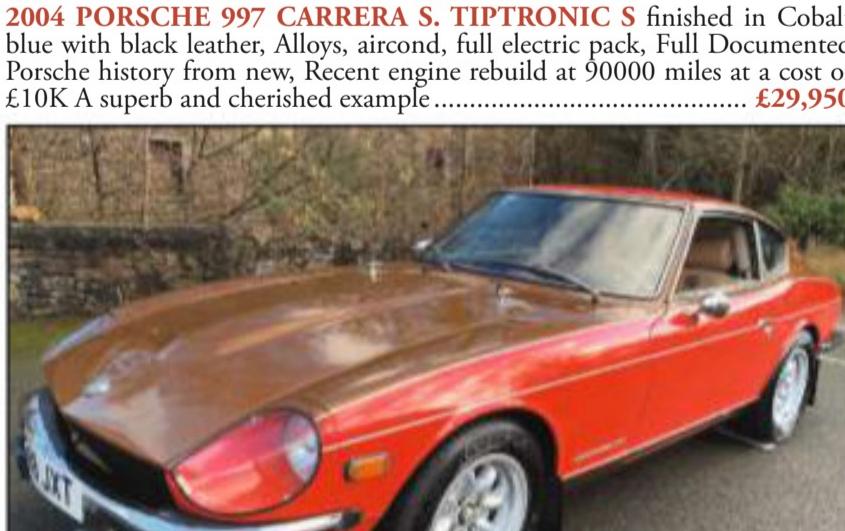
**2004 PORSCHE 997 CARRERA S. TIPTRONIC S** finished in Cobalt blue with black leather, Alloys, aircond, full electric pack, Full Documented Porsche history from new, Recent engine rebuild at 90000 miles at a cost of £10K A superb and cherished example .....



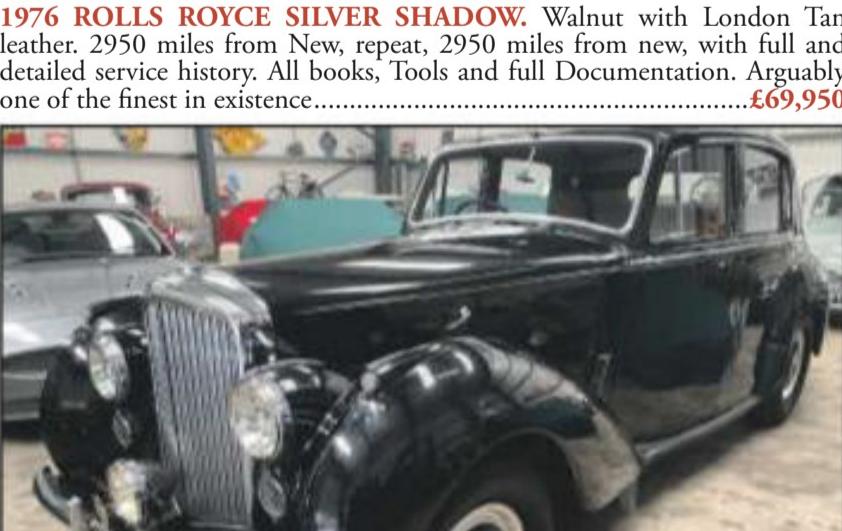
**1976 ROLLS ROYCE SILVER SHADOW.** Walnut with London Tan leather. 2950 miles from New, repeat, 2950 miles from new, with full and detailed service history. All books, Tools and full Documentation. Arguably one of the finest in existence .....



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**TEAL TYPE 35 TOURER.** Registered 01/03/1974 and has only 7756 recorded miles. The beautiful aluminium body work. Powered by a 1800cc B series 4 cylinder with twin SU carburettors £29,995



**COBRA BY AK SPORTSCARS.** Finished in beautiful pearl blue metallic with Wimbledon white stripes. Powered by an awesome 6300cc Stroker Chevrolet V8, Superb performance estimated 425 bhp! A super top spec Cobra £47,995



**GT40 REPLICA BY DAX.** This stunning GT40 Replica is one of the rare cars that DAX produced. Only one owner from new. Powered by an aluminium lightweight 3900cc injection Rover V8, by JE "John Eales" with JE102 Cam, Rolling road produced 256hp. A superb GT40 £55,995



**XKSS REPLICA.** Finished in Classic silver/Grey coachwork. 4.2 Six cylinder Jaguar engine with triple webber carbs. Please ask for more information £89,995



**COBRA BY AK SPORTSCARS.** Correctly SVA / IVA registered 02/06/2010. Powered by a 5700cc 350ci Chevrolet V8 with EZ-EFI Fuel Injection. Wet weather tonneau cover in black Mohair £49,995

Telephone: 07711 630348 or 01992 573564 Email: [mark@totalheadturners.com](mailto:mark@totalheadturners.com)



### 1995 Subaru WRX Type RA.

A genuine JDM Impreza WRX Type RA, Subaru's homologation special "out of the box" Group A Qualifying rally car. Incredibly rare, being one of only 370 produced by Subaru in its model year (MY96). Presented in fantastic condition inside and out. Just 61,000 miles. Incredible to drive, but not for the faint hearted.



### 1987 Saab 900 Turbo 16 Convertible.

A stunning example of this 80s icon. Full Pressure Turbo 175 bhp engine, exceptionally rare air flow body kit and aero wheels. Immaculate bodywork and Buffalo Grey leather interior. With just over 97,500 miles from new, it has been fastidiously maintained and comes with a FSH and extensive history file, including every MOT it has ever been issued with.



### 1983 Daimler 4.2 Series 3 Vanden Plas specification and with Jaguar Heritage Trust Certificate.

Just over 7,600 miles from new and 1 family owner. Comprehensively recommissioned in 2020, following a period of dry storage. Possibly the finest and lowest mileage example of this model, anywhere outside of a museum.



### 1988 Nissan 300 ZX Auto.

A lovely example of the 3rd generation of Nissan's iconic "Z" cars, featuring a 3.0 litre V6. Benefiting from a recent cosmetic and mechanical restoration, which included a full service, cam belt and water pump change. Original wheels professionally refurbished and brand new tyres fitted all round. Just over 93,000 miles and MOT until Jan 2022. Targa tops, pop up headlights, blue pinstriped velour interior and side skirts. A fantastic example of a useable 80s classic.

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**TRIUMPH ROADSTER 1800 1947.** Finished in black with all new red leather upholstery. We supplied this car to last owner seven years ago and he has spent a considerable amount of time and money on improving and making the car an extremely reliable form of transport in areas often overlooked by other owners. Not concours but a good honest example ready to get out there and enjoy. Should have more on the website very soon see ..... [WWW.WESTENDCLASSICS.CO.UK](http://WWW.WESTENDCLASSICS.CO.UK) OR TEL 01487 842085



**MG TD 1952.** These are great little fun drives and this example is in very nice strong useable condition having had much money and time spent on it over the years. Finished in ivory with green leather upholstery and a beige cloth hood and side screens, just fold down the windscreen and the added racing style aero screens really do look the business. Just arrived in stock so currently having a look over prior to going on our website shortly..... [WWW.WESTENDCLASSICS.CO.UK](http://WWW.WESTENDCLASSICS.CO.UK) OR TEL 01487 842085



**FORD CORSAIR 1966** Four Door Saloon V4 in absolutely fabulous condition inside and out. This was the upmarket Cortina of the day, a car that we could all relate to with its distinctive lines. This ones even got the bench front seat and column gear change and I know many of you enjoyed driving those in the day. One owner till 2013 and only one since really needs to be viewed to appreciate just how nice an example this car really is..... £10,995



**NEW HUDSON 1925 3.5 HP 350CC SEMI -SPORTS.** 3 Speed flat tank gear change. Very original machine that has been well preserved and keep in running order by the last owner collector. Comes with many spares and lots and lots of literature , ideal Banbury run contender..... [WWW.WESTENDCLASSICS.CO.UK](http://WWW.WESTENDCLASSICS.CO.UK) OR TEL 01487 842085



**MGA COUPE 1958.** In stunning show room condition. Extensive body, interior, mechanical work all done by specialist resulting in perfect panel fits. UK Car with a British Heritage Cert. These fixed head coupes are just so pretty to look at with not a straight panel anywhere and it just has to be red of course. Not to be confused with average examples on offer more details and photos see our website [www.westendclassics.co.uk](http://www.westendclassics.co.uk) or call 01487 842085 ..... EPOA



**TRIUMPH BONNEVILLE 650CC TWIN 1966.** In the very pretty and rare colour combination of cream and tangerine . Now this is a nice bike from a great era of proper motorcycles- you just knew you were going to fly with those twin carbs sticking out and the sound from the exhaust sounder very serious. Restored a few years ago and has been very well looked after, twin leading front brake, matching numbers..... [WWW.WESTENDCLASSICS.CO.UK](http://WWW.WESTENDCLASSICS.CO.UK) OR TEL 01487 842085



**TRIUMPH SPITFIRE MK 4 CICA 1970.** Full record of its nut and bolt rebuild carried out by enthusiastic to a really good standard. Show engine bay superb example of this ever popular little sports car. See website for updates ..... [WWW.WESTENDCLASSICS.CO.UK](http://WWW.WESTENDCLASSICS.CO.UK) OR TEL 01487 842085

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**Ferrari 365 GTB/4 Daytona**  
1972, 43,000 miles, Ferrari Classiche,  
outstanding provenance.



**Ferrari Dino 246 GTS**  
1973, 75,500 miles, Ferrari Classiche,  
superb provenance.



**Ferrari 308 GTB Vetroresina**  
1977, 26,000 miles,  
one of only 154 UK RHD examples.



**Ferrari 599 GTB Fiorano F1**  
2006 34,300 miles, high spec,  
main dealer history from new.



**Porsche 911 Turbo S 993**  
1998, 22,600 miles, 1 owner,  
believed to be 1 of 23 UK RHD.



**Porsche 911 Carrera 4S 993 6-sp**  
1996, 24,600 miles,  
believed to be 1 of 181 UK RHD.

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**ASTON MARTIN DBS V8** 1971, truly outstanding condition, Signal Red, Cream hide interior, back to metal repaint, complete interior re-trim, superb to drive, comprehensive history file. [www.runnymedemotorcompany.co.uk](http://www.runnymedemotorcompany.co.uk) £145,000 TEL: 01753 644599 OR 07836 222111 LONDON (T)



**AUSTIN-HEALEY BT7** 1961, 90,000 miles, An early, original UK car, in 2005 the body was stripped, dismantled, removed from the chassis-frame and totally rebuilt, well maintained. £58,995 TEL: 07702 219491 NORTHANTS



**BENTLEY R TYPE** 1953, 3,054 miles, fully restored, two owners since new, last owner of 30 years had the car serviced and maintained annually by Bentley specialists, new MoT, FSH beautiful. £39,950 TEL: 07724 353589 CHESHIRE



**ASTON MARTIN DBS V8** 1972, 72,278 miles, stunning, Black, just completed a 5 year restoration with only 300 miles since it's engine rebuild, bare metal respray, total cost of restoration was £92,000. £POA TEL: 07584 433202 DORKING



**AUSTIN-HEALEY FROGEYE SPRITE** 1959, 65,665 miles, British Motor Heritage Certificate, imported to UK on 20th Feb 2013, purchased on 6th March 2013 and commenced full restoration, garaged, must be seen. £20,995 TEL: 07786 192148 NORTHAMPTONSHIRE



**BENTLEY S1 JAMES YOUNG 2 DOOR SALOON COUPE** 1957, very elegant, unusual and 1 of only 3 built to this design, 1 owner for over 30 years, drives very well, [www.realcar.co.uk](http://www.realcar.co.uk) £59,500 TEL: 01248 602649 WALES (T)



**ALFA ROMEO SPIDER** 1989, 66,000 miles, ahs only ever had 2 owners, current owner for 25 years, has been garaged all those years, been fully serviced, MoT September 21. £14,500 TEL: 01371 873498 ESSEX



**AUSTIN 12/4 HARLEY LIGHT NARROW BODY** 1933, 8,806 miles, older restoration, very original, excellent condition showing patina, in the same family for near 40 years, had MoT 4 years ago and passed. £12,800 TEL: 07981 517292 BEDFORDSHIRE



Tel: 01737 844999  
[www.rsande.co.uk](http://www.rsande.co.uk)

Station Road, Betchworth, Surrey RH3 7BZ



**BENTLEY S1 SPORTS SALOON IN SAGE/SMOKE GREEN** 1957, 79,000 miles, gorgeous, unspoilt, correct, original soft Beige leather, we aren't using it enough, PAS, Webasto roof, some good history. [www.realcar.co.uk](http://www.realcar.co.uk) £52,500 TEL: 01248 602649 WALES (T)



**ALFA ROMEO SPIDER S4** 1993, 46,400 miles, LHD, Glorious car, great condition, just been serviced, runs like a dream, some service history and MoT's, lovely condition inside and out. £16,995 TEL: 07773 846651 SHROPSHIRE



**AUSTIN A40 SOMERSET DHC** 1953, 5,000 miles, very rare, fully restored, BMC 1800 engine, MGB disc brakes/rear axle, 15 inch wheels, owned since 1999, not used for several years. £26,000 TEL: 07796 100897 WATFORD



**BENTLEY 4 1/4 THRUPP & MABERLEY SPORTS SALOON** 1937, fitted with slightly earlier 3 1/2 litre engine, running well with lively performance, very attractive, excellent Reddish Brown leather, nice registration, [www.realcar.co.uk](http://www.realcar.co.uk) £55,000 TEL: 01248 602649 WALES (T)



**BRISTOL 411 AUTO** 1974, still in the same superb condition, finish is Silver Pearl with Grey leather interior, virtually FSH, [www.ivorbleaneyclassicars.co.uk](http://www.ivorbleaneyclassicars.co.uk) £64,500 TEL: 01794 390895 HAMPSHIRE/WILTS (T)



**ALVIS SA 16.95 SPORTS SALOON** 1933, very rare and sought after, undoubtedly unique, in outstandingly good condition, bare metal respray, nice patina, interior totally original, [www.ivorbleaneyclassicars.co.uk](http://www.ivorbleaneyclassicars.co.uk) £39,500 TEL: 01794 390895 HAMPSHIRE/WILTS (T)



**AUSTIN-HEALEY 100 M BN2** 1956, 6,403 miles, rare opportunity to acquire a genuine matching numbers factory built car, good history file, British Motor Industry heritage certificate confirming authenticity. £135,000 TEL: 07879 474043 SURREY



**BENTLEY GT MULLINER** 2005, 103,200 miles, new tyres, main battery and shock absorbers, contact for further details. £22,995 TEL: 07956 579092 MIDDLESEX



**CHEVROLET CORVETTE C1 ROADSTER** 1961, Light Champagne with distinctive White side flash, very rare hard top in perfect condition, very reasonably priced for one in this condition, [www.runnymedemotorcompany.com](http://www.runnymedemotorcompany.com) £69,500 TEL: 01753 644599 OR 07836 222111 LONDON (T)



**CHEVROLET CORVETTE STINGRAY**  
1969, 16,695 miles, LHD, 5.7 litre, matching numbers, rebuilt engine, recent respray, ex Florida car, owned 27 years, solid and well maintained car, excellent bodywork, good MPG. £22,000 TEL: 07971 361965 YORK



**FORD CORTINA XL** 1974, 284 miles, stunning condition, absolutely mint throughout, laid up since 1995, full nut/bolt (stainless) restoration, many new/old stock parts, very good original shell, full interior retrim. £22,000 TEL: 07932 434217 SUFFOLK



**CITROEN DS** 1973, 62,000 miles, Ex Italian car, LHD, speedo in MPH, repainted, interesting bits work properly, engine runs superbly/smoothly, just had £1500 work done, MoTd. £14,500 TEL: 07766 776242 MIDDLESEX



**DAIMLER DOUBLE SIX** 1983, 62,000 miles, MoT June 2022, Cat 1 alarm, garaged, two owners from new (current owner 24 years), great original condition throughout. £14,750 TEL: 07776 175969 SOUTH YORKSHIRE



**FORD ESCORT MK1 RS MEXICO** 1971, 57,000 miles, current MoT with no advisories, super reliable, no rust/rot, great and usable, genuine reason for this difficult sale, fun. £26,500 TEL: 07854 469886 NOTTS



**DAX COBRA** 2000, 28,000 miles, tax and MoT exempt, super condition in sparkling Mid Blue, kept in its own heated garage, completely rebuilt, black leather interior. £35,000 TEL: 01371 850452 ESSEX



**FORD F100** 1970, 10,000 miles, thousands spent, runs beautifully, viewing is essential, great restoration has been carried out about 7 years ago, chrome work perfect. £20,500 TEL: 07860 812356 READING



**FORD ANGLIA 123E** 1964, 32,444 miles, RHD, fitted with a 1500GT motor and gearbox, bare metal respray in 2018, very good condition. £15,000 TEL: 07781 416273 UK



**FORD MODEL A ROADSTER** 1931, 50 miles, nothing to do just insure and go, body off restoration in USA then shipped to the UK, beautiful condition, V8 wheels, much spent. £25,500 TEL: 07837 838559 DEVON



**FORD CAPRI 2.8I** 1982, 100,000 miles, original Pepper Pot alloys, PAS, sports exhaust system, new Toyo 888R tyres all round, sticks to the road like glue, superb to drive. £13,995 TEL: 01904 928777 YORK



**FORD MUSTANG** 1973, 56,000 miles, runs/drives perfectly, one of a kind, race spec original wheels, restored, won't find another like it in UK, real head turner, 1 UK owner. £22,000 TEL: 07462 936263 ESSEX



### 1996 BENTLEY CONTINENTAL R

This Stunning Continental R is finished in a special order colour of Emerald Green with contrasting Magnolia hide piped Emerald Green, Burr Elm veneer, flying B mascot and Upgraded hifi with Bluetooth, serviced and maintained by us since 2013. The head gaskets were replaced in 2014. 70,000 miles, FSH.

£52,950



### 2001 BENTLEY ARNAGE LE MANS

Finish in Verdant Green with Spruce hide, Lambs wool over rugs and twin umbrellas fitted in the boot. A fantastic car for a collector or to be enjoyed on the road. 47,000 mileage, FSH.

£28,950



### 1981 ROLLS-ROYCE CORNICHE II FHC

This Corniche II FHC is a 5000 series model finished in Athenian Blue with Magnolia hide, Dark Blue top roll, dark Blue lambs wool over rugs, rear seat belts, N/S door mirror and factory alloy wheels with white wall Avon tyres. 53,000 miles, FSH.

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| 1926 HUMBER 12/25 all weather tourer.....                                     | £21,000 | 1949 BENTLEY Mk VI Drop-head coupe by Park Ward .....                               | £125,000 |
| 1927 RENAULT NN tourer.....                                                   | £12,800 | 1949 FORD F1 V8 Pick-up .....                                                       | £14,000  |
| 1927 VAUXHALL R-type 26/60 tourer.....                                        | £26,500 | 1950 LEA FRANCIS 2.5 litre Sports.....                                              | £42,500  |
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| 1928 RUGBY Utility, built for export by Durant, bodied on import in S.A....   | £12,500 | 1955 ALVIS TC21/100 Grey Lady saloon .....                                          | £27,500  |
| 1929 GRAHAM PAIGE 615 4-door sedan, Rhd. ....                                 | £16,000 | 1955 AUSTIN HEALEY 100/4 BN1 sports .....                                           | £62,500  |
| 1929 HUMBER 9/28 saloon .....                                                 | £8,950  | 1955 SUNBEAM TALBOT 90 MKIII 4-door Saloon.....                                     | £10,500  |
| 1930 M.G. M-Type 2-seat sports .....                                          | £25,000 | 1956 TRIUMPH TR3 2-seat sports, fast road engine, hard top .....                    | £32,500  |
| 1931 ALVIS 16.95 Silver Eagle six-light saloon by Carbodies.....              | £27,500 | 1957 ROVER P4 60 saloon .....                                                       | £6,800   |
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| 1931 ALVIS 12/60 TK Beetleback by Carbodies .....                             | £54,000 | 1961 M.G. A 1600 Roadster .....                                                     | £30,000  |
| 1931 MORRIS Minor OHC 2-door saloon .....                                     | £10,250 | 1964 AUSTIN HEALEY 3000 MK III, UK market, matching numbers .....                   | £62,500  |
| 1932 ALVIS 12/50 TJ Sports Tourer .....                                       | £37,500 | 1964 LOTUS CORTINA MKI 2-door saloon race prepare .....                             | £40,000  |
| 1932 HUMBER 16/50 Mk IV Saloon .....                                          | £26,500 | 1964 MINI Cooper S race car, 1298cc short stroke, total restoration.....            | £65,000  |
| 1932 RILEY 9 Holbrook tourer, twin carb., rebuilt engine .....                | £30,000 | 1971 LOMAX 3-wheeler, Citroen 2CV based open sports car .....                       | £7,800   |
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| 1933 AUSTIN 18/6 Carlton saloon .....                                         | £17,250 | 1982 CITROEN CX series I 4-door saloon 2400 injection .....                         | £6,500   |
| 1933 RILEY 9 Special, fitted with 2.5 litre Pathfinder engine, 5-speed box .. | £62,000 | 1987 DAIMLER DS 420 Limousine .....                                                 | £8,500   |
| 1934 AUSTIN 7 RP Saloon.....                                                  | £8,500  |                                                                                     |          |
| 1934 MG PA Midget 2-seat sports, super history and correct.....               | £37,500 |                                                                                     |          |
| 1934 ROLLS ROYCE 20/25 Landaulette de Ville by Windovers.....                 | £38,500 |                                                                                     |          |
| 1930 STAR Flyer VB4 flat-bed lorry, 4 litre, 35 hp, 6 cylinder, restored..... | £22,500 |                                                                                     |          |

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**FORD MUSTANG** 1968, LHD, Rebuilt in conjunction with Lincolnshire Corvette and Classics Ltd, photos do not do this beautiful car justice. £28,000 TEL: 07811 123562 NOTTINGHAMSHIRE



**FORD SIERRA XR 4X4 2.8** 1988, 68,000 miles, MOT'd, on the road, major rebuild front to back, radiator, fan clutch, water pump suspension, fuel tank, fuel pump/accumulator, poly bushed, includes spare engine. £15,000 TEL: 07715 121921 LANARKSHIRE



**JAGUAR SPECIAL FHC** 1989/2017, strikingly beautiful imagining of a Jaguar that never was, superb high quality based on 1989 XJS 3.6 mechanicals, both a pleasure/easy to drive, www.realcar.co.uk £95,000 TEL: 01248 602649 N. WALES (T)



**LAND ROVER RANGE ROVER 2 DOOR CLASSIC** 1990, 148,000 miles, fully restored, expensive Nationwide trim leather interior, needs to be seen to be appreciated, panel off restoration, chassis/body shell fully rust proofed. £30,000 TEL: 07766 269631 NORFOLK



**FORD MUSTANG 5 289** 1965, 13,500 miles, (4.7 v8) automatic, Poppy Red with Cream leather seats/roof, no rust, was imported in 2016 from California, new brakes, cables, servo, radiator, good runner. £39,950 TEL: 07780 455563 WORCESTER



**HILLMAN AERO MINX TOURER** 1935, 93,920 miles, purchased 2008 following body off rebuild by previous owner, full engine rebuild (many photos), new battery/seats fitted 2020, many spares included, car runs well. £18,000 TEL: 07773 924668 SURREY



**JAGUAR XJS** 1986, 84,000 miles, full restoration carried out by Specialised Automotive services, full Jag service history until 1996, since then serviced at independant garages. £18,995 TEL: 07973 817142 LANCASHIRE



**LAND ROVER RANGE ROVER CLASSIC** 1975, built on 26th February 1975 as stated on Heritage Certificate, stored for some years, has fantastic potential, would be a great project, original log book. £16,500 TEL: 01708 340777 ESSEX



**FORD MUSTANG COUPE** 1965, 65,000 miles, HD, 65 Mustang 4.7 litre, real head turner, please call for more information. £20,000 TEL: 07729 847401 LANCASHIRE



**ISETTA 300** 1960, 154 miles, properly restored/totally rebuilt to very high standard between 2018-19, full list of parts/extensive photographic record comes with the car, MoT/tax exempt. £18,000 TEL: 07531 580499 COUNTY DURHAM



**JAGUAR XKR 4.2 SUPERCHARGED** 2002, 72,000 miles, classic, FSH/paperwork/original invoice, genuine, garage stored, original, maintained by local Jaguar specialists, waxed underbody, turnkey, ready to cruise. £16,950 TEL: 07484 079256 WEST WALES



**LAND ROVER SERIES 1** 1949, 26,593 miles, Bought it 34 years ago, unrestored, just repaired when required, chassis/bulkhead sound, runs well on rebuilt unleaded engine. £40,000 TEL: 01621 740585 ESSEX



**FORD MUSTANG NOTCHBACK** 1965, race car, meticulously prepared by a previous owner, rust free, fitted with roll cage, supplied with 8 matching wheels, really quick. www.runnymedemotorcompany.com £49,950 TEL: 01753 644599 OR 07836 222111 LONDON (T)



**JAGUAR XJS V12** 1992, 100,000 miles, lots of service history, full bare metal respray, brand new roof 2k, new exhaust, refurbished wheels, new tyres, mint condition, thousands spent, fully recommissioned, interior VGC. £15,995 TEL: 07799 384904 TAMWORTH



**JAGUAR XKR RS CONVERSION KIT** 2009, 77,000 miles, FSH, new fuel pump, battery, 2 new tyres, full leather interior, suede roof, metallic paint, tinted glass, service by Tasker and Lacey. £17,999 TEL: 07454 953283 BRADFORD



**LAND ROVER SERIES II 88"** 1960, 86,000 miles, 2nd owner, owned for 18 years, ground up rebuild on original chassis, many new parts, in regular use, sorry to see her go. £14,500 TEL: 07908 162100 SCOTLAND



**FORD SIERRA COSWORTH** 1991, 125,000 miles, very clean example, low mileage, time to let one of my classic cars go now, colour Grey. £25,000 TEL: 07754 186100 ISLEWORTH



**JAGUAR E-TYPE 3.8 SERIES 1** 1964, Carmen Red, original Black hide interior, Black mohair soft top, Jaguar heritage certificate, performs extremely well, ready for immediate use. www.runnymedemotorcompany.co.uk £129,950 TEL: 01753 644599 OR 07836 222111 LONDON (T)



**JENSEN 541R** 1959, 4 seater coupe, 1 of only 193 produced, truly superb condition having undergone a total body off restoration in 2010, Silver Pearl and Burgundy, www.ivorbleaneyclassiccars.co.uk £54,500 TEL: 01794 390895 HAMPSHIRE/WILTS (T)



**LAND ROVER SERIES III 88"** 1981, 32,000 miles, 3499cc, petrol, 2 door pick up, LWB, 109", reg number LUD 723W, fully restored original colour Inca Yellow and very rare model, new MoT. £75,000 TEL: 07775 657011 KENT



**FORD SIERRA RS COSWORTH 4X4** 1991, 125,000 miles, very clean, no rot, well looked after, lots of history, runs/drives spot on, MoT'd, ready to drive away, please call for more details. £21,000 TEL: 07754 186100 MIDDLESEX



**JAGUAR E-TYPE SERIES 1** 1963, owned for 29 years, been maintained by Overtons for last 10 years, garaged in winter, starts on the button, CWW on Dunlop SP's, Grey leather interior. £145,000 TEL: 01790 755496 LINCOLNSHIRE



**LANCIA FULVIA 1.3S S2** 1973, 78,000 miles, owned since 2017, garaged when not in use, 8166 pounds been spent on parts, full respray, above average condition, starts/drives well. £14,500 TEL: 01252 319023 ALDERSHOT



**LAND ROVER SERIES III SWB 88"** 1982, 58,000 miles, 286cc petrol engine, reg number EYC 564Y, fully restored, new chassis etc, ground up restoration, Sand original colour, long MoT. £30,000 TEL: 07775 657011 KENT



**LOTUS ELAN** 1966, 550 miles, full nut & bolt restoration with only 550 miles since, as good as it gets, looks and drives like new, rare chance to acquire the best! £49,500 TEL: 07850 437704 WEST SUSSEX



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**MERCEDES-BENZ 280 SL** 1985, 119,000 miles, Signal Red, 2 fully stamped service books, files of invoices/Mot's, outstanding example, viewing is highly recommended, soft top excellent having been replaced. £30,995 TEL: 07967 586027 CHESHIRE



**MERCEDES-BENZ SL-CLASS 450** 1979, 34,700 miles, Bbeautiful condition, drives silky smooth, service history, very original, American import with EU front lights/bumpers, 1 owner from new in USA, rust free, serviced. £24,500 TEL: 07877 672509 MANCHESTER



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**MERCEDES-BENZ SL-CLASS 500 R107** 1985, 109,000 miles, Astral Silver, fully restored, new MoT, chrome door handles, Mexican Hat wheels, full restoration history available at //tinyurl.com/2rm6cyfk. £29,500 TEL: 07973 212306 SURREY



**MERCEDES-BENZ 280 SL** 1983, 58,000 miles, large history file, all Mot's, runs/drives, Mexican Hat wheels been refurbished, excellent tyres, soft top is as new, matching hardtop, excellent underneath. £20,000 TEL: 07951 098339 SUFFOLK



**MERCEDES-BENZ W116 S CLASS** 1980, 75,376 miles, 2 previous owners, showroom condition, completely original, history, full s/s exhaust system, regularly started, stored in a very dry garage. £17,000 TEL: 07709 490874 WEST MIDLANDS



**MERCEDES-BENZ 280E W114** 1973, 109,000 miles, beautifully presented, years MoT, very clean interior/exterior, extensive history of work/restoration including photographs, MoT's dating back to 1983. £14,995 TEL: 07955 006780 BERKSHIRE



**MG A ROADSTER 1500** 1956, 20,000 miles, full nut and bolt restoration between 1980-1990 - little use since, matching numbers, original RHD UK example with British Motor Industry Heritage Trust certificate. £29,995 TEL: 02380 192007 HAMPSHIRE

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**MG B** 1977, 19,605 miles, tax/MoT exempt, Old English White (resprayed 6 years ago), overdrive 3rd/4th gears, Rostyle wheels/rubber bumpers, last service July 2021, present lady owner for 24 years. £14,500 TEL: 07951 589051 STAFFORDSHIRE



**MG TA** 1937, 3,274 miles, stunning in every respect, full professional engine rebuild less than 100 miles ago, no expense spared, full restoration, lots of history. £29,950 TEL: 07811 701363 DEVON



**MG TF** 1953, 25,620 miles, Excellent condition, black with red leather trim, wire wheels, full history file, in May had full engine overhaul and service, owned for 5 years. £27,500 TEL: 07932 769681 WEST MIDLANDS



**MORRIS MINOR** 1959, 12,387 miles, untouched original "time warp" condition - unrepeatable, wonderful car, comes with handbook, preservation of the car is remarkable. £25,000 TEL: 07952 119939 HEREFORDSHIRE



**MG B** 1965, 48,857 miles, with overdrive, body in very good condition, runs like a bear, full service history, owned it for 9 years, kept it garaged, MoT March, sweet car. £13,000 TEL: 07843 729693 CAMBRIDGESHIRE



**MG TD** 1952, good runner, no rust as it was a California import, minimal modifications include: lead free cylinder head upgrade and fitted with a dynamotor/alternator. £16,500 TEL: 07909 911728 SOUTH CUMBRIA



**MORGAN 4/4** 2002, 14,000 miles, one owner from new, Ford engine 1800cc, five speed gearbox, low mileage 14,000 miles, regularly serviced, MoT Sept, chrome wire wheels. £28,000 TEL: 07709 508311 DERBYSHIRE



**MORRIS MINOR TRAVELLER** 1972, 13,637 miles, completely rebuilt, no expense spared, interior has been reupholstered, new carpets/underlay, so much to list, car needs to be seen, total cost of car/rebuild 18,000 pounds. £15,000 TEL: 01793 851181 WILTSHIRE



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**MG TD** 1953, UK car, history of previous owners, owned for 27 years, been shown at shows, in very good condition, always been garaged, side screens, tonneau cover etc. £27,000 TEL: 01761 462560 NORTH SOMERSET



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**MORGAN ROADSTER 3 LITRE V6** 2006, 42,600 miles, lots of extras, Red leather upholstery, excellent condition, Red hood, Black powder coated spoke wheels, full service history. £31,000 TEL: 07768 830268 DERBYSHIRE



**PLYMOUTH DUSTER** 1973, 76,000 miles, ready to race/ have some fun, new front tyres, isn't a daily drive but I take it to work 3 times a week, some rust, solid chassis. £13,000 TEL: 07941 673846 ALDERSHOT



**MG C GT** 1968, 97,738 miles, restored to a good standard 7 years ago, new clutch, O/H overdrive and box, new Servo and brakes, contact for further details. £20,000 TEL: 07928 741978 BEDFORDSHIRE



**MG TD** 1953, 38,118 miles, LHD, full chassis up nut/bolt resto, completed 2018/19, original rebuilt engine/gearbox, unleaded, new mohair hood, full Tonneau, looks amazing. £19,500 TEL: 07771 613973 HANTS



**MORRIS COWLEY BULLNOSE** 1924, In very good condition, very original, all road running gear been overhauled, part numbers match, rewired and in good running order. £18,250 OVNO TEL: 07951 761252 NORTH SURREY



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**MG C ROADSTER** 1969, 16,369 miles, full body off restoration in 1995, MoT Aug 2022, second stage restoration in 2021, new wishbone bushes, steering gaiters, exhaust mounts, brake shoes, true classic. £25,500 TEL: 01732 848500 WEST MALLING



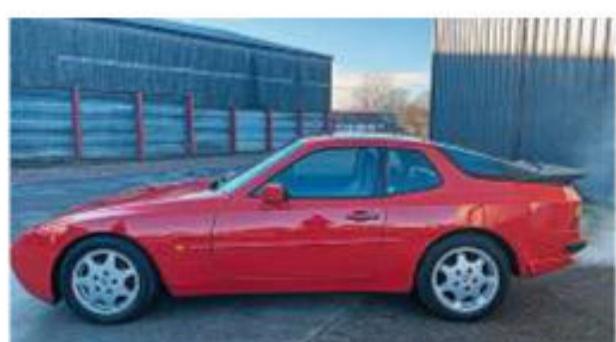
**MG TD** 1951, 1,500 miles, full nut/bolt chassis up restoration completed 2020, highly valued by MGOC, all other components refurbished, one of the best currently on the market. £25,500 TEL: 07425 092230 SWINDON



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**SUNBEAM RAPIER SERIES 3** 1960, 44,000 miles, lovely original condition, runs well, manual with O/D, rare wire wheels, MoT until May 2022, unrestored, body panels/most of paintwork original, good history. £18,500 TEL: 01803 211697 DEVON



**TRIUMPH STAG** 1973, 76,000 miles, Magenta paintwork in very good condition, tax/MoT exempt, owned the car for 21 years, large history folder containing bills, invoices, old MoT's. £14,999 TEL: 01746 860369 SHROPSHIRE



**TRIUMPH TR6** 1971, 25,000 miles, I would like a face to face sale only and would like offers over £18,000, please call for more information. £18,000 TEL: 07990 592360 OR 07581 400409 NORTHERN IRELAND



**ROLLS-ROYCE SILVER SHADOW SERIES 1** 1976, 55,000 miles, very good genuine example, lots of history, in very good presentable condition, selling off some of my private collection, please view any time. £14,450 TEL: 07951 175582 TAMWORTH



**TOYOTA FJ45** 1983, 276,000 miles, imported from Australia in 2017, current MoT, comprehensive restoration, many new parts, too much to list, reason for sale eye on another classic. £18,000 TEL: 07962 268575 MORAY



**TRIUMPH TR3** 1956, 43,000 miles, home market, 3 owners from new, fully restored 2000/2001 by Catcott garage Somerset, still very good today, full re-trim in Grey leather, bare metal respray. £23,950 TEL: 07811 253540 STAFFORDSHIRE



**TVR 3000M** 1975, 60,137 miles, Two owners from new, same owner 43 years, history, recent back to glass restoration, original, unspoilt, viewing highly recommended, recent MoT pass, tax/MoT exempt. £25,000 TEL: 01384 877271 STAFFORDSHIRE



**ROLLS-ROYCE SILVER SHADOW 2** 1979, 54,000 miles, mint condition, fully restored, perfect runner, metallic Blue, Cream interior, beautiful pristine example, spent thousands on it, bare metal respray, true appreciating classic. £19,995 TEL: 07799 384904 TAMWORTH



**TOYOTA SUPRA** 1993, 118,000 miles, recently restored, no expense spared, 100% factory, 12 months clean MoT, Japanese import, zero rust, full black leather, new premium tyres. £39,995 TEL: 07765 060087 BEDFORDSHIRE



**TRIUMPH TR3** 1956, 273 miles, restored and then laid up, new battery, wire wheels, 4 matching tyres, minimal mileage, carbs rebuilt, MoT July 22, not perfect but proud to own. £21,500 TEL: 07779 401096 HAMPSHIRE



**TVR T350** 2005, 18,750 miles, owned since 2008, I am the 4th owner, very low mileage, MoTd last week, 4 brand new Eagle tyres, just serviced, everything works. £26,500 TEL: 07768 684951 DENBIGHSHIRE



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**VOLKSWAGEN T2 BAY WINDOW** 1979, 313,288 miles, mileage reading in kms, made in Germany, imported from Cyprus, newly recon 2000cc engine, well maintained, MoT, ready for holidays. £15,000 TEL: 01323 891097 SUSSEX



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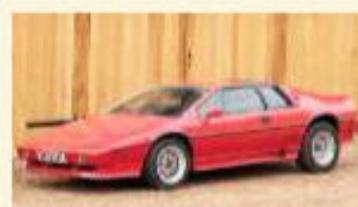
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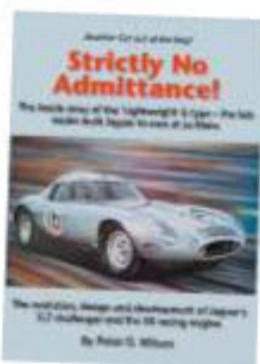
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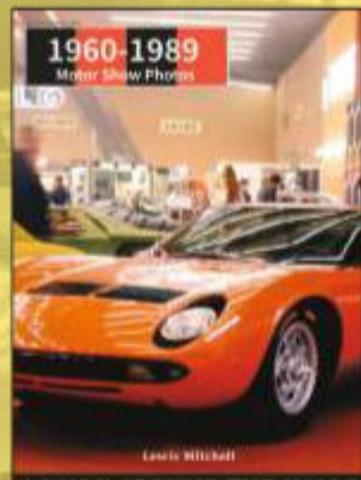
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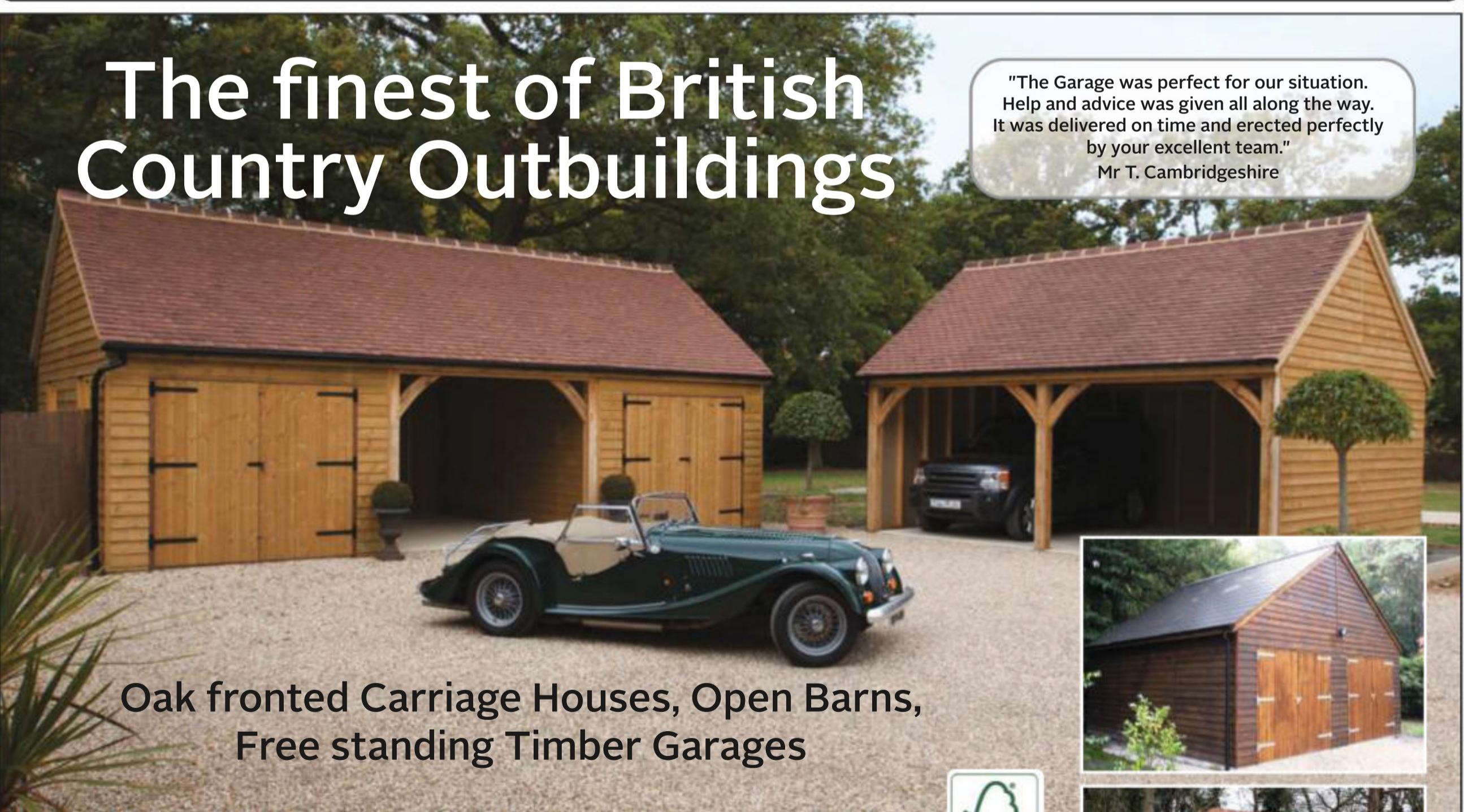
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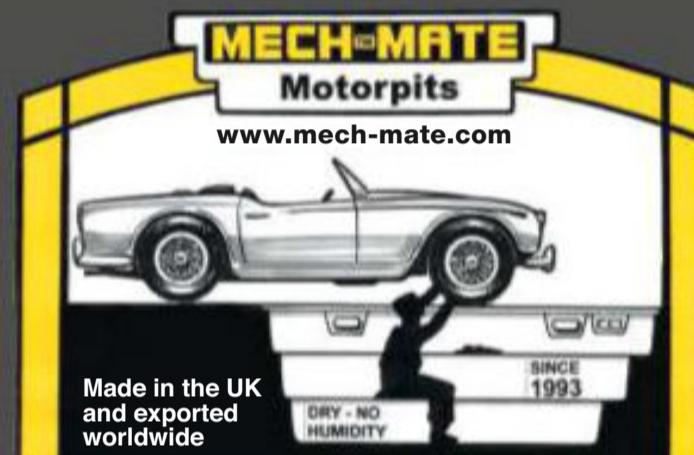
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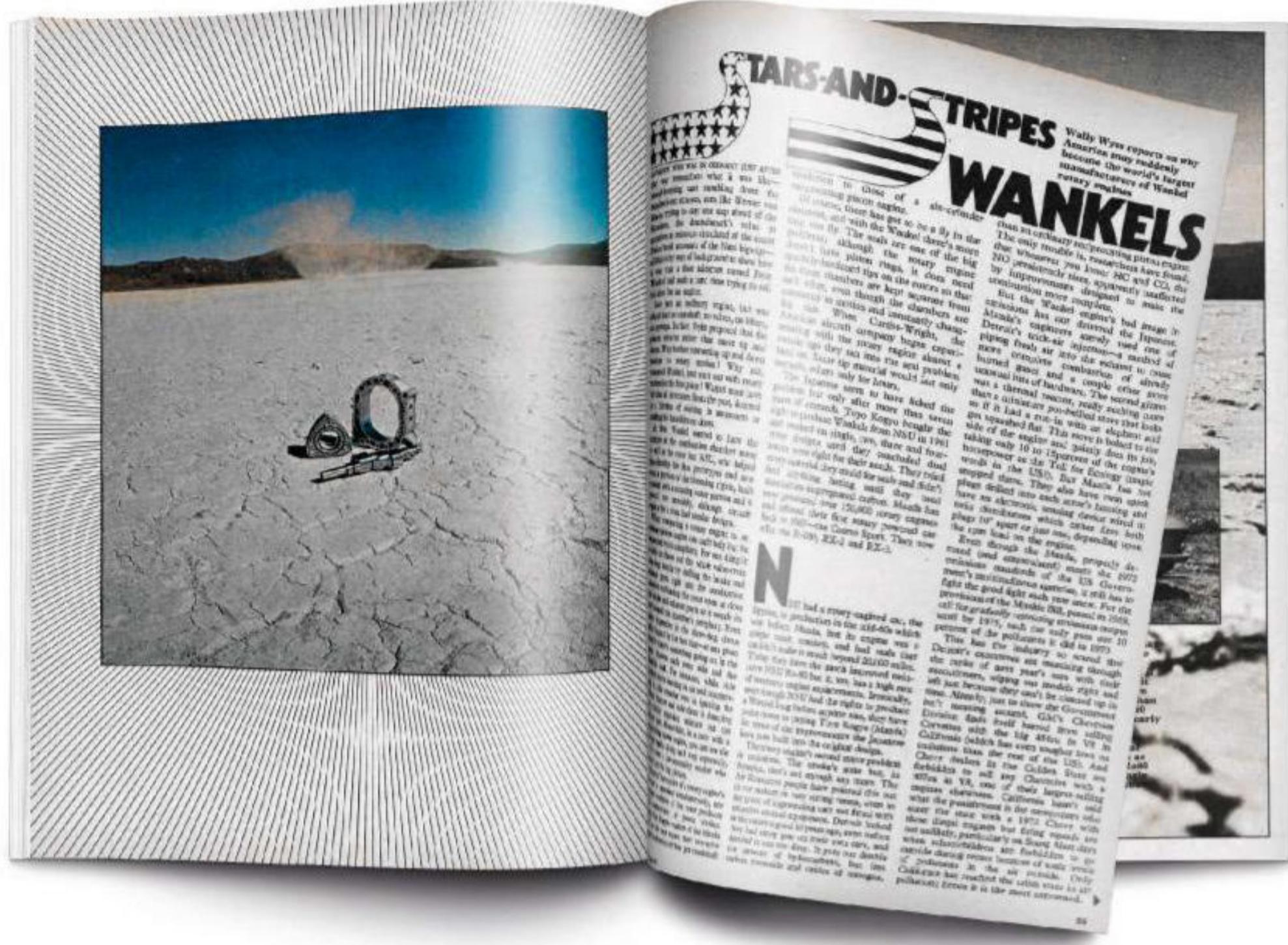
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## [50 years ago today]

### Looking back without hindsight



# 'The Wankel simply isn't affected'

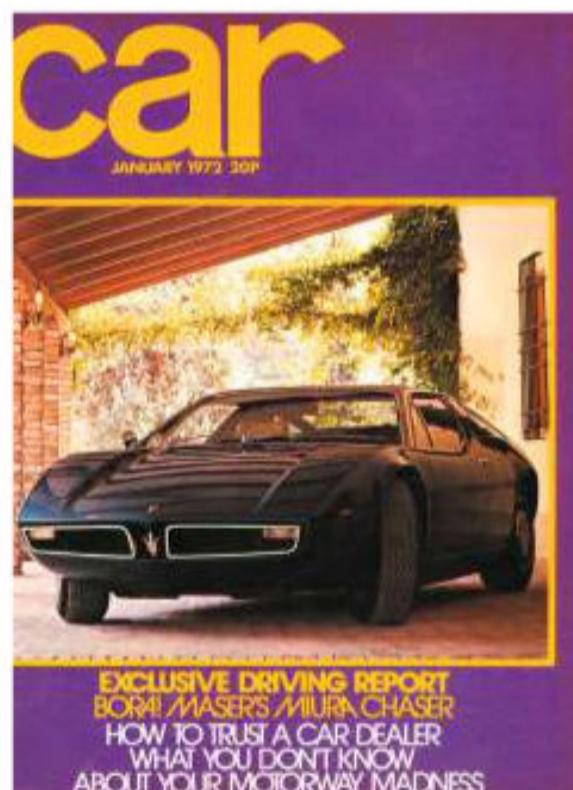
In 1972 the end looked nigh for the big V8s, but an unlikely saviour of Detroit muscle emerged from Germany, via Japan

**I**t was emissions that first looked set to derail America's love affair with the V8. As CAR noted in its January 1972 issue, 'Detroit's executives are marching through the ranks of next year's cars with their executioners, wiping out models right and left just because they can't be cleaned up in time.' The reason was the 1969 Muskie Bill, which called for 90-percent hydrocarbon-emission reductions by 1975. The Californian government had already banned sales of the big-block Corvette 454 on emissions grounds, and looked set to ban other new V8s too. Smog alerts had reached crisis point.

One solution, pondered Wally Wyss, was the Wankel rotary engine. He wasn't talking about NSU's first attempt at building Dr Felix's engine, but Mazda's more refined version. Whereas the troublesome NSU Ro80 had been shunned by US buyers, Mazda's Cosmo, R-100, RX-2 and RX-3 were picking up a strong cult following. As well as building harder rotor tips for greater reliability, Mazda also added air injection, pumping oxygen into the exhaust system for lower emissions.

'The Wankel simply isn't affected by all these things that have Detroit's management officials pondering high dives off skyscrapers,' wrote Wyss. 'For one thing, it doesn't need to burn leaded petrol, because it can use petrol down to 69-octane rating.'

'For another, because it has no valves, you don't have to worry about burning them. And perhaps the biggest advantage of all



- the rotary is smaller than Detroit's monster up-to-8.0-litre engines, and tremendously more efficient for its size.

'When you consider all the claptrap that's going to be under the bonnet of a Cadillac by 1975 besides the engine - catalytic reactor, air conditioning, power-steering pump, power-brake pump, air-injector, exhaust-gas recirculatory and God knows what else - you wonder if reducing the engine's size by half might not help.'

Wyss went on to explain that GM had just struck a \$50m deal with NSU and aero-engine maker Curtiss-Wright to replace Chevrolet's 327ci (5359cc) V8 with a rotary unit, which led to a string of rotary-powered 'Aerovette' concepts that would supposedly herald its introduction.

With an eye on Chrysler's deal with Mitsubishi that allowed it to import and sell the Colt as a Dodge, Ford bought into Mazda with a view to putting its rotary engine in a new generation of its American cars. In 1972, it seemed the US was about to hum to the sound of whirling triangular rotors.

What it didn't see coming was the OPEC oil embargo in response to US support for Israel in the Yom Kippur War. Suddenly, a shortage of oil gave a new problem to worry about - fuel economy - and rotaries were just as thirsty as the big V8s. Not that this mattered in the world of high-performance cars, as Mazda found out when it launched the RX-7 and sold nearly 80 per cent of them in the US, comfortably outselling the Corvette.

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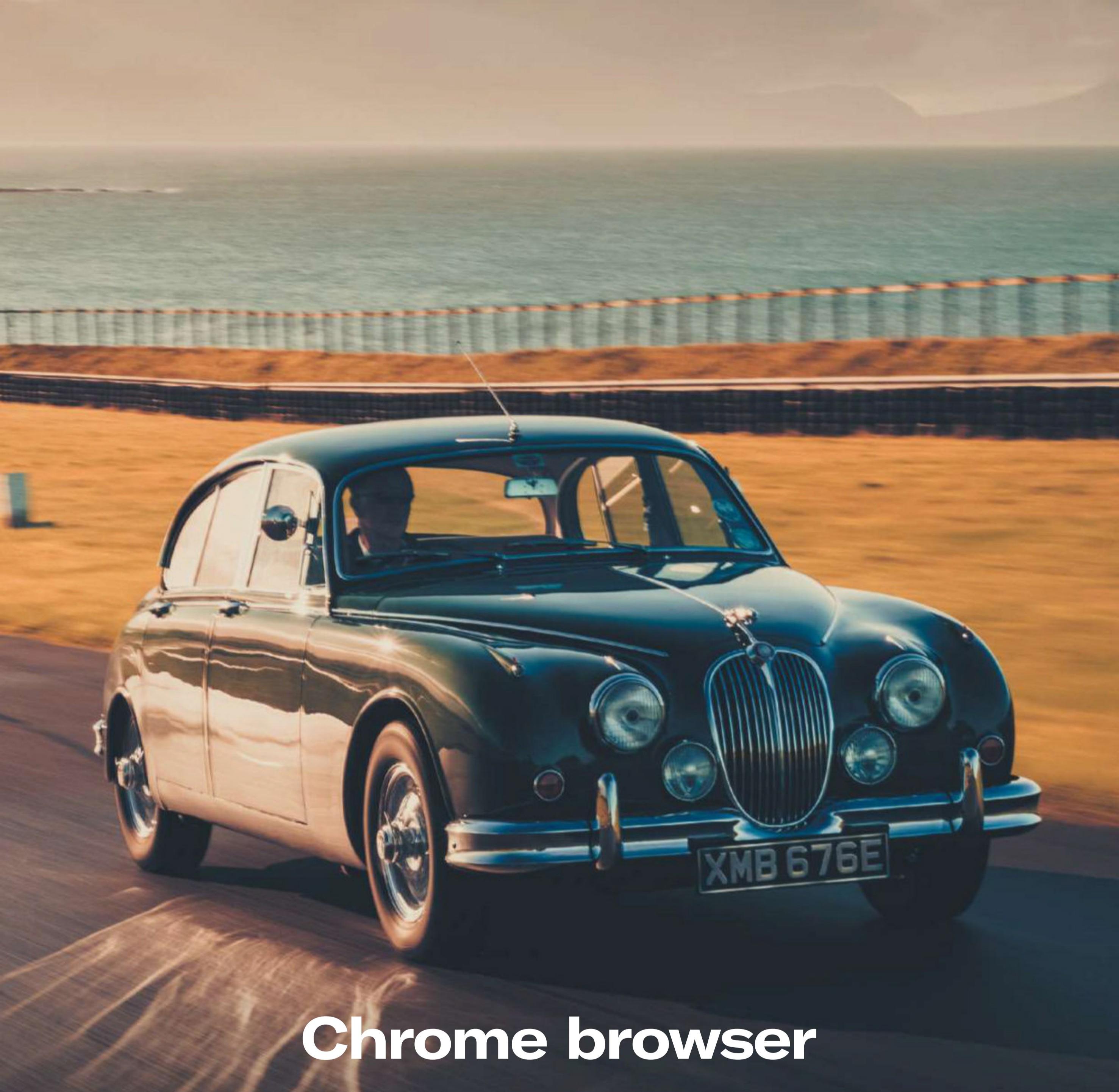
**1997 Aston Martin V8 Coupe**

£86,950

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# Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

## WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, scour auction results and pool knowledge with classic car insurance specialist Hagerty to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

## USING THE GUIDE

|                         | NE<br>GUIDE | DENOTES NEW ENTRY TO PRICE | Year    | Concours/<br>Dealer | Private sale |      |       |     | cc | Top speed | Price change |
|-------------------------|-------------|----------------------------|---------|---------------------|--------------|------|-------|-----|----|-----------|--------------|
|                         |             |                            |         |                     | Mint         | Good | Rough | C/C |    |           |              |
| ABARTH                  |             |                            |         |                     |              |      |       |     |    |           |              |
| Zagato 750              | 57-61       | 107,500                    | 87,500  | 65,000              | 50,000       | 747  | 95    |     |    |           |              |
| 595, 595SS, 695SS       | 63-71       | 52,500                     | 40,000  | 25,000              | 15,000       | 595  | 80    |     |    |           |              |
| AC                      |             |                            |         |                     |              |      |       |     |    |           |              |
| 2-litre                 | 47-56       | 16,500                     | 12,000  | 6750                | 4000         | 1991 | 83    | ▲   |    |           |              |
| 2-litre dhc/Buckland    | 49-56       | 32,500                     | 22,500  | 14,000              | 9000         | 1991 | 83    | ▲   |    |           |              |
| Ace (AC engine)         | 54-63       | 260,000                    | 200,000 | 135,000             | 90,000       | 1991 | 102   |     |    |           |              |
| Ace-Bristol-/Ford       | 56-63       | 315,000                    | 240,000 | 160,000             | 105,000      | 1971 | 118   | ▲   |    |           |              |
| Aceca-AC                | 54-63       | 138,500                    | 99,000  | 65,000              | 45,000       | 1991 | 104   |     |    |           |              |
| Aceca-Bristol           | 56-63       | 155,000                    | 110,000 | 75,000              | 52,000       | 1971 | 128   |     |    |           |              |
| Greyhound               | 59-63       | 80,000                     | 60,000  | 36,000              | 20,000       | 1971 | 107   |     |    |           |              |
| Cobra MkI/MkII/289      | 62-69       | 775,000                    | 650,000 | 550,000             | 450,000      | 4727 | 138   |     |    |           |              |
| Cobra 427               | 65-67       | 1m                         | 800,000 | 625,000             | 550,000      | 6998 | 145   |     |    |           |              |
| 428                     | 67-73       | 150,000                    | 120,000 | 90,000              | 60,000       | 7014 | 143   |     |    |           |              |
| 428 con                 | 67-73       | 215,000                    | 150,000 | 105,000             | 70,000       | 7014 | 143   |     |    |           |              |
| 3000 ME                 | 79-84       | 22,500                     | 15,000  | 8500                | 5000         | 2994 | 125   | ▲   |    |           |              |
| Cobra MkIV              | 83-92       | 99,500                     | 80,000  | 60,000              | 42,500       | 4942 | 134   |     |    |           |              |
| Ace Brooklands          | 93-00       | 28,000                     | 23,500  | 17,500              | 12,000       | 4942 | 140   |     |    |           |              |
| ALFA ROMEO              |             |                            |         |                     |              |      |       |     |    |           |              |
| 6C 1750 GS Zagato       | 30-33       | 1.75m                      | 1.3m    | 1m                  | 900,000      | 1754 | 95    |     |    |           |              |
| 6C 2300 Touring         | 33-37       | 1.05m                      | 850,000 | 700,000             | 500,000      | 2309 | 94    |     |    |           |              |
| 1900C Sprint            | 51-55       | 195,000                    | 155,000 | 105,000             | 80,000       | 1884 | 112   |     |    |           |              |
| 1900C Super Sprint      | 55-58       | 220,000                    | 165,000 | 120,000             | 85,000       | 1975 | 112   |     |    |           |              |
| Giulietta berlina       | 55-62       | 18,000                     | 13,000  | 6750                | 3500         | 1290 | 90    |     |    |           |              |
| Giulietta ti            | 57-64       | 22,500                     | 15,000  | 7500                | 4000         | 1290 | 103   |     |    |           |              |
| Giulietta/Giulia Sprint | 55-64       | 56,500                     | 42,000  | 25,000              | 15,000       | 1290 | 110   |     |    |           |              |
| Giulietta/Giulia Spider | 55-65       | 72,500                     | 47,500  | 30,000              | 17,500       | 1570 | 108   |     |    |           |              |
| Giulietta, Giulia SS    | 57-66       | 110,000                    | 80,000  | 50,000              | 32,500       | 1570 | 120   |     |    |           |              |
| 2000 Spider             | 58-62       | 105,000                    | 75,000  | 37,500              | 20,000       | 1975 | 111   |     |    |           |              |
| 2600 Spider             | 62-65       | 110,000                    | 76,500  | 38,500              | 21,000       | 2584 | 124   |     |    |           |              |
| 2600 Sprint             | 62-66       | 40,000                     | 29,500  | 17,500              | 8000         | 2584 | 125   |     |    |           |              |
| SZ-1                    | 60-62       | 400,000                    | 320,000 | 265,000             | 220,000      | 1290 | 120   |     |    |           |              |
| TZ-1                    | 63-65       | 925,000                    | 825,000 | 725,000             | 625,000      | 1570 | 124   |     |    |           |              |
| Giulia Ti/Super         | 62-74       | 20,500                     | 14,500  | 7250                | 3400         | 1570 | 105   |     |    |           |              |
| 1750/2000 Berlina       | 68-76       | 15,000                     | 10,000  | 4500                | 2000         | 1962 | 115   |     |    |           |              |
| Giulia Sprint GT/Veloce | 63-68       | 41,500                     | 32,500  | 18,000              | 10,000       | 1570 | 112   |     |    |           |              |
| Giulia GTA 1300/1600    | 65-71       | 265,000                    | 210,000 | 160,000             | 110,000      | 1570 | 115   |     |    |           |              |
| GT Junior               | 66-77       | 29,000                     | 20,000  | 10,000              | 5000         | 1570 | 115   |     |    |           |              |
| 1750 GTV                | 67-72       | 39,000                     | 30,000  | 15,000              | 7500         | 1962 | 118   |     |    |           |              |
| 2000 GTV                | 71-77       | 32,500                     | 24,000  | 12,000              | 6000         | 1962 | 118   | ▼   |    |           |              |
| 1300/1600 Junior Z      | 70-75       | 42,000                     | 32,000  | 16,500              | 9750         | 1290 | 110   |     |    |           |              |
| Duetto/1750 r/tail      | 66-69       | 49,000                     | 35,000  | 21,000              | 11,000       | 1570 | 113   |     |    |           |              |
| Spider S2               | 69-82       | 26,000                     | 16,500  | 7000                | 3000         | 1962 | 119   | ▲   |    |           |              |
| Spider S3               | 82-89       | 13,250                     | 8250    | 3600                | 1650         | 1962 | 114   |     |    |           |              |
| Spider S4               | 89-93       | 16,000                     | 11,000  | 5250                | 2400         | 1962 | 114   | ▲   |    |           |              |
| Montreal                | 70-77       | 70,000                     | 52,500  | 35,000              | 25,000       | 2593 | 132   |     |    |           |              |
| Alfasud/Alfasud Ti      | 72-83       | 8750                       | 6000    | 2650                | 1000         | 1286 | 103   |     |    |           |              |
| Alfasud Sprint          | 76-90       | 9750                       | 6950    | 3250                | 1400         | 1490 | 104   |     |    |           |              |
| Alfetta sal             | 72-84       | 10,000                     | 6500    | 3000                | 1000         | 1962 | 113   | ▲   |    |           |              |
| GTV 2000                | 76-87       | 16,000                     | 10,500  | 5000                | 2000         | 1962 | 118   | ▲   |    |           |              |
| GTV6                    | 81-87       | 22,500                     | 14,000  | 6500                | 2500         | 2492 | 130   | ▲   |    |           |              |
| 75 sal                  | 86-92       | 10,000                     | 7000    | 3000                | 1400         | 2959 | 135   |     |    |           |              |
| 164 2.0 TS              | 88-98       | 6000                       | 4250    | 1900                | 900          | 1962 | 130   |     |    |           |              |
| 164 3.0 V6              | 88-98       | 9000                       | 5750    | 2500                | 1200         | 2959 | 147   |     |    |           |              |
| SZ/RZ                   | 89-94       | 50,000                     | 38,500  | 22,000              | 16,000       | 2959 | 153   |     |    |           |              |
| 155                     | 92-97       | 6500                       | 4000    | 2000                | 1000         | 2498 | 140   |     |    |           |              |
| ALFA ROMEO              |             |                            |         |                     |              |      |       |     |    |           |              |
| 6C 1750 GS Zagato       | 30-33       | 1.75m                      | 1.3m    | 1m                  | 900,000      | 1754 | 95    |     |    |           |              |
| 6C 2300 Touring         | 33-37       | 1.05m                      | 850,000 | 700,000             | 500,000      | 2309 | 94    |     |    |           |              |
| 1900C Sprint            | 51-55       | 195,000                    | 155,000 | 105,000             | 80,000       | 1884 | 112   |     |    |           |              |
| 1900C Super Sprint      | 55-58       | 220,000                    | 165,000 | 120,000             | 85,000       | 1975 | 112   |     |    |           |              |
| Giulietta berlina       | 55-62       | 18,000                     | 13,000  | 6750                | 3500         | 1290 | 90    |     |    |           |              |
| Giulietta ti            | 57-64       | 22,500                     | 15,000  | 7500                | 4000         | 1290 | 103   |     |    |           |              |
| Giulietta/Giulia Sprint | 55-64       | 56,500                     | 42,000  | 25,000              | 15,000       | 1290 | 110   |     |    |           |              |
| Giulietta/Giulia Spider | 55-65       | 72,500                     | 47,500  | 30,000              | 17,500       | 1570 | 108   |     |    |           |              |
| Giulietta, Giulia SS    | 57-66       | 110,000                    | 80,000  | 50,000              | 32,500       | 1570 | 120   |     |    |           |              |
| 2000 Spider             | 58-62       | 105,000                    | 75,000  | 37,500              | 20,000       | 1975 | 111   |     |    |           |              |
| 2600 Spider             | 62-65       | 110,000                    | 76,500  | 38,500              | 21,000       | 2584 | 124   |     |    |           |              |
| 2600 Sprint             | 62-66       | 40,000                     | 29,500  | 17,500              | 8000         | 2584 | 125   |     |    |           |              |
| SZ-1                    | 60-62       | 400,000                    |         |                     |              |      |       |     |    |           |              |

| NE<br>GUIDE             | Year  | Concours/<br>Dealer | Private sale |        |        |      |           | Price change |
|-------------------------|-------|---------------------|--------------|--------|--------|------|-----------|--------------|
|                         |       |                     | Mint         | Good   | Rough  | cc   | Top speed |              |
| 1100/1300               | 63-74 | 5000                | 3000         | 1400   | 700    | 1098 | 85        |              |
| 1300GT                  | 69-74 | 8250                | 5750         | 2650   | 1250   | 1275 | 96        |              |
| 3-litre                 | 68-71 | 9000                | 6250         | 3000   | 1600   | 2912 | 106       |              |
| 1800/2200               | 64-75 | 7500                | 4500         | 2000   | 900    | 1798 | 96        |              |
| Maxi                    | 69-79 | 3250                | 2400         | 1000   | 400    | 1748 | 101       |              |
| Allegro 1100-1500       | 73-82 | 2350                | 1400         | 675    | 350    | 1275 | 87        |              |
| Allegro 1750/Sport TC   | 73-75 | 2750                | 1750         | 800    | 450    | 1748 | 104       |              |
| Seven/Mini Mkl          | 59    | 27,500              | 22,500       | 15,000 | 12,000 | 848  | 71        |              |
| Mini Mkl                | 60-67 | 14,250              | 10,000       | 6250   | 3750   | 848  | 71        |              |
| Mini MkII               | 67-69 | 10,000              | 6750         | 3500   | 1650   | 998  | 79        |              |
| Mini MkIII-V            | 70-90 | 6500                | 4500         | 2200   | 1100   | 998  | 82        |              |
| Mini Cooper 997/998     | 61-69 | 27,500              | 17,500       | 10,000 | 6000   | 998  | 90        |              |
| Mini Cooper 1071S       | 63-64 | 40,000              | 31,000       | 20,000 | 14,000 | 1071 | 95        |              |
| Mini Cooper 970S        | 64-65 | 42,500              | 32,000       | 21,000 | 14,500 | 970  | 82        |              |
| Mini Cooper 1275S       | 64-67 | 40,000              | 30,000       | 20,000 | 13,500 | 1275 | 96        |              |
| Mini C'r 1275S MkII/III | 67-71 | 32,000              | 22,500       | 14,000 | 9500   | 1275 | 96        |              |
| Mini Moke               | 64-85 | 19,500              | 14,500       | 8000   | 4500   | 998  | 70        |              |
| Mini 1275GT             | 69-80 | 16,000              | 11,000       | 5250   | 2000   | 1275 | 89        |              |
| Mini Clubman            | 70-80 | 4750                | 3250         | 1500   | 750    | 1098 | 82        |              |

| AUSTIN-HEALEY        | Austin-Healey Club (austin-healeyclub.com) |         |         |         |         |      |     |  |  |
|----------------------|--------------------------------------------|---------|---------|---------|---------|------|-----|--|--|
| 100 BN1/2            | 53-56                                      | 65,000  | 47,500  | 30,000  | 20,000  | 2660 | 103 |  |  |
| 100M                 | 55-56                                      | 150,000 | 120,000 | 82,500  | 50,000  | 2660 | 109 |  |  |
| 100S                 | 55                                         | 635,000 | 500,000 | 450,000 | 365,000 | 2660 | 119 |  |  |
| 100/6 BN4/6          | 56-59                                      | 50,000  | 37,500  | 24,000  | 13,500  | 2639 | 105 |  |  |
| 3000 Mkl             | 59-61                                      | 54,000  | 38,500  | 25,000  | 13,000  | 2912 | 112 |  |  |
| 3000 MkII BN7        | 61-62                                      | 65,000  | 47,500  | 32,000  | 22,000  | 2912 | 117 |  |  |
| 3000 MkII BT7, BJ7   | 62-64                                      | 55,000  | 40,000  | 25,000  | 14,000  | 2912 | 117 |  |  |
| 3000 MkIII           | 64-68                                      | 67,500  | 47,500  | 30,000  | 17,500  | 2912 | 121 |  |  |
| 'Frogeye' Sprite Mkl | 58-61                                      | 21,500  | 15,000  | 7000    | 4000    | 948  | 82  |  |  |
| Sprite Mkl           | 61-64                                      | 13,000  | 8250    | 4000    | 1850    | 1098 | 86  |  |  |
| Sprite MkIII         | 64-66                                      | 12,000  | 7500    | 3500    | 1600    | 1098 | 90  |  |  |
| Sprite MkIV          | 66-71                                      | 10,250  | 6500    | 3000    | 1300    | 1275 | 96  |  |  |

| AUTOBIANCHI         | (autobianchiregister.com) |        |        |        |      |     |    |  |  |
|---------------------|---------------------------|--------|--------|--------|------|-----|----|--|--|
| Bianchina Trans/Cab | 57-68                     | 25,000 | 19,500 | 13,500 | 7250 | 499 | 68 |  |  |

| BENTLEY                 | Bentley Drivers' Club (01295 738886) |         |         |         |         |      |     |   |  |
|-------------------------|--------------------------------------|---------|---------|---------|---------|------|-----|---|--|
| 3-litre Tourer          | 22-25                                | 450,000 | 275,000 | 200,000 | 155,000 | 2996 |     |   |  |
| 4.5-litre Tourer        | 27-31                                | 1.1m    | 800,000 | 525,000 | 365,000 | 4398 | 92  | ▼ |  |
| 6.5 Litre Speed Six     | 28-30                                | 3.3m    | 2.75m   | 1.85m   | 1.1m    | 6597 | 86  |   |  |
| 4.5 Litre 'Blower'      | 29-31                                | 11m     | 7.75m   | 4.4m    | 2.75m   | 4398 | 98  |   |  |
| 8 Litre                 | 29-31                                | 2.65m   | 1.65m   | 775,000 | 500,000 | 7982 | 101 |   |  |
| Derby 3.5 Park Ward     | 33-37                                | 115,000 | 80,000  | 50,000  | 29,500  | 3669 | 91  |   |  |
| Derby 3.5 coachbuilt    | 33-37                                | 250,000 | 175,000 | 90,000  | 42,500  | 3669 | 91  |   |  |
| Derby 4.25 PW           | 36-39                                | 130,000 | 90,000  | 55,000  | 36,000  | 4257 | 96  |   |  |
| Derby 4.25 coachbuilt   | 36-39                                | 300,000 | 220,000 | 110,000 | 45,000  | 4257 | 96  |   |  |
| MkVI 4.3/4.6-litre      | 46-52                                | 37,500  | 27,500  | 15,500  | 8750    | 4566 | 100 |   |  |
| MkVI con                | 51-52                                | 120,000 | 85,000  | 45,000  | 27,500  | 4566 | 100 |   |  |
| R-type saloon           | 52-55                                | 45,000  | 30,000  | 17,500  | 9500    | 4566 | 106 |   |  |
| Coachbuilt con          | 52-55                                | 155,000 | 120,000 | 65,000  | 37,500  | 4566 | 106 |   |  |
| R-type Continental      | 52-55                                | 875,000 | 725,000 | 500,000 | 400,000 | 4566 | 115 |   |  |
| S1/S2 saloon            | 55-62                                | 42,500  | 30,000  | 17,000  | 8000    | 4887 | 101 |   |  |
| S1 Continental Mulliner | 55-59                                | 440,000 | 320,000 | 190,000 | 150,000 | 4887 | 115 |   |  |
| S1 Cont PW coupé        | 55-59                                | 337,500 | 250,000 | 140,000 | 110,000 | 4887 | 114 |   |  |
| S1 Cont P Ward con      | 55-59                                | 675,000 | 540,000 | 285,000 | 200,000 | 4887 | 114 |   |  |
| S2 Cont Mulliner        | 59-62                                | 262,500 | 185,000 | 105,000 | 75,000  | 6230 | 115 |   |  |
| S2 Park Ward con        | 59-62                                | 350,000 | 265,000 | 140,000 | 90,000  | 6230 | 115 |   |  |
| S2 Flying Spur 4dr      | 59-62                                | 175,000 | 135,000 | 70,000  | 50,000  | 6230 | 120 |   |  |
| S3 saloon               | 62-65                                | 46,500  | 34,000  | 19,000  | 9000    | 6230 | 116 |   |  |
| S3 MPW 2dr coupé        | 62-65                                | 240,000 | 160,000 | 95,000  | 60,000  | 6230 | 120 |   |  |
| S3 MPW con              | 62-65                                | 250,000 | 170,000 | 110,000 | 65,000  | 6230 | 116 |   |  |
| S3 Flying Spur 4dr      | 62-65                                | 170,000 | 120,000 | 75,000  | 50,000  | 6230 | 118 |   |  |
| T1 saloon               | 65-76                                | 18,250  | 13,500  | 6500    | 2500    | 6750 | 120 |   |  |
| T2 saloon               | 77-80                                | 18,000  | 13,250  | 6250    | 2250    | 6750 | 120 |   |  |
| MPW/Corniche coupé      | 66-80                                | 45,000  | 35,000  | 22,000  | 10,000  | 6750 | 120 |   |  |
| MPW/Corniche conv       | 67-85                                | 62,000  | 47,500  | 27,500  | 16,500  | 6750 | 118 |   |  |
| Mulsanne/Eight          | 80-92                                | 12,500  | 10,000  | 5250    | 2000    | 6750 | 119 |   |  |
| Mulsanne Turbo          | 82-86                                | 14,000  | 10,500  | 6000    | 2400    | 6750 | 135 |   |  |
| Turbo R/RL              | 85-97                                | 16,500  | 12,500  | 6250    | 2200    | 6750 | 135 |   |  |
| Turbo RT                | 95-97                                | 18,500  | 14,500  | 10,000  | 5000    | 6750 | 152 |   |  |
| Continental MPW conv    | 84-94                                | 67,500  | 55,000  | 37,500  | 22,500  | 6750 | 140 |   |  |
| Continental R           | 91-02                                | 37,500  | 29,000  | 22,000  | 16,000  | 6750 | 151 |   |  |
| Continental T           | 96-02                                | 60,000  | 49,500  | 39,500  | 32,000  | 6750 | 175 |   |  |
| Brooklands              | 92-98                                | 14,500  | 11,500  | 8000    | 4750    | 6750 |     |   |  |

| DKW                                 |       |                     |         |         |         |      |           |              |              |  |
|-------------------------------------|-------|---------------------|---------|---------|---------|------|-----------|--------------|--------------|--|
| DKW Owners' Club (dkw.org.uk)       |       |                     |         |         |         |      |           |              |              |  |
|                                     | Year  | Concours/<br>Dealer | Mint    | Good    | Rough   | cc   | Top speed | Price change | Private sale |  |
| <b>Sonderklasse/3=6</b>             |       |                     |         |         |         |      |           |              |              |  |
| Sonderklasse/3=6                    | 53-59 | 19,000              | 14,000  | 7000    | 3500    | 896  | 76        |              |              |  |
| 1000SP/A Union sp                   | 58-65 | 17,500              | 12,500  | 6500    | 3750    | 980  | 82        |              |              |  |
| 1000/1000S sal/cpé                  | 58-63 | 11,000              | 7250    | 3500    | 2000    | 980  | 80        |              |              |  |
| F102 saloon                         | 64-66 | 4750                | 3250    | 1750    | 900     | 1175 | 84        |              |              |  |
| <b>DODGE</b>                        |       |                     |         |         |         |      |           |              |              |  |
| Viper RT 10/GTS                     | 92-02 | 35,000              | 28,000  | 21,000  | 16,000  | 7974 | 165       |              |              |  |
| <b>ELVA</b>                         |       |                     |         |         |         |      |           |              |              |  |
| Courier sports/cpé                  | 58-61 | 27,500              | 22,000  | 12,000  | 6750    | 1498 | 100       | ▲            |              |  |
| MkIII/MkIV T-type                   | 62-69 | 25,000              | 20,000  | 12,500  | 7000    | 1798 | 110       | ▼            |              |  |
| <b>FACEL VEGA</b>                   |       |                     |         |         |         |      |           |              |              |  |
| FV 4.5/4.8/5.8                      | 54-59 | 185,000             | 127,500 | 95,000  | 65,000  | 5801 | 125       |              |              |  |
| HK500                               | 59-61 | 175,000             | 130,000 | 100,000 | 70,000  | 6286 | 130       |              |              |  |
| Facel II                            | 62-64 | 295,000             | 235,000 | 155,000 | 115,000 | 6286 | 132       |              |              |  |
| Facellia/Facel III                  | 60-64 | 70,000              | 48,500  | 30,000  | 16,500  | 1647 | 114       |              |              |  |
| <b>FAIRTHORPE</b>                   |       |                     |         |         |         |      |           |              |              |  |
| Electron Minor                      | 57-73 | 5000                | 3750    | 2250    | 1250    | 948  | 80        |              |              |  |
| TX-GT/S/SS coupé                    | 67-73 | 4500                | 3250    | 1850    | 750     | 1998 | 112       |              |              |  |
| <b>FERRARI</b>                      |       |                     |         |         |         |      |           |              |              |  |
| Ferrari Owners' Club (01485 544500) |       |                     |         |         |         |      |           |              |              |  |
| 166MM Barchetta                     | 48-50 | 3.95m               | 3.5m    | 3.2m    | 2.85m   | 1995 | 125       |              |              |  |
| 166 Inter                           | 48-51 | 1m                  | 750,000 | 550,000 | 400,000 | 1995 | 115       |              |              |  |
| 212 Inter                           | 51-52 | 1.35m               | 1m      | 750,000 | 650,000 | 2562 | 120       |              |              |  |
| 340 America                         | 51    | 2.85m               | 2.5m    | 2.1m    | 1.6m    | 4101 | 136       |              |              |  |
| 250 Europa SI/SII                   | 53-55 | 1.25m               | 1.1m    | 975,000 | 900,000 | 2963 | 126       |              |              |  |
| 410 Superamerica                    | 56-59 | 4.3m                | 3.6m    | 2.9m    | 2.4m    | 4962 | 165       |              |              |  |
| 250GT Boano/Ellena                  | 56-59 | 700,000             | 525,000 | 400,000 | 295,000 | 2953 | 157       |              |              |  |
| 250GT Cabrio S1                     | 57-59 | 4.5m                | 4m      | 3.2m    | 2.95m   | 2953 | 155       |              |              |  |
| 250GT Berlinetta TdF                | 57-59 | 4.3m                | 4m      | 3.6m    | n/a     | 2953 | 143       |              |              |  |
| 250GT PF coupé                      | 58-62 | 465,000             | 350,000 | 265,000 | 175,000 | 2953 | 145       | ▼            |              |  |
| 250 Cal' Spider lwb                 | 58-62 | 7.6m                | 6.5m    | 5.75m   | 4.75m   | 2953 | 155       |              |              |  |
| 250 Cal' Spider swb                 | 60-63 | 12.5m               | 11.5m   | 10.5m   | n/a     | 2953 | 149       |              |              |  |
| 250GT SWB (steel)                   | 60-63 | 6.4m                | 6m      | 5.75m   | 5.4m    | 2953 | 150       | ▼            |              |  |
| 250GT SWB (alloy)                   | 59-62 | 12m                 | 10m     | 9m      | 8m      | 2953 | 155       | ▲            |              |  |
| 250GT Cabrio Se2                    | 60-62 | 1.05m               | 940,000 | 725,000 | 540,000 | 2953 | 160       | ▼            |              |  |
| 250GTE 2+2                          | 60-63 | 360,000             | 275,000 | 225,000 | 175,000 | 2953 | 140       | ▲            |              |  |
| 250GTO                              | 62-64 | 54m                 | 43m     | 40m     | n/a     | 2953 | 158       | ▲            |              |  |
| 250LM                               | 64-66 | 14.5m               | 12.5m   | 11m     | n/a     | 2953 | 159       |              |              |  |
| 250GT Lusso                         | 62-64 | 1.2m                | 975,000 | 840,000 | 725,000 | 2953 | 150       | ▼            |              |  |
| 400 Superamerica cpé                | 60-64 | 2.05m               | 1.8m    | 1.7m    | 1.575m  | 3967 | 162       |              |              |  |
| 500 Superfast                       | 64-67 | 2m                  | 1.6m    | 1.35m   | 1.2m    | 4962 | 170       |              |              |  |
| 275GTB (steel)                      | 64-66 | 1.5m                | 1.35m   | 1.2m    | 1m      | 3286 | 150       |              |              |  |
| 275GTB (alloy)                      | 64-66 | 2.35m               | 2.15m   | 1.95m   | 1.75m   | 3286 | 150       |              |              |  |
| 275GTS                              | 64-66 | 1.1m                | 1m      | 925,000 | 800,000 | 3286 | 150       | ▼            |              |  |
| 275GTB/4 (4-cam)                    | 66-68 | 2m                  | 1.85m   | 1.75m   | 1.65m   | 3286 | 165       |              |              |  |
| 330GT 2+2                           | 64-67 | 220,000             | 160,000 | 125,000 | 90,000  | 3967 | 150       |              |              |  |
| 330GTC                              | 66-68 | 435,000             | 330,000 | 290,000 | 240,000 | 3967 | 150       |              |              |  |
| 330GTS                              | 66-68 | 1.4m                | 1.2m    | 1.05m   | 950,000 | 3967 | 150       |              |              |  |
| Dino 206GT                          | 68-69 | 365,000             | 310,000 | 265,000 | 180,000 | 1987 | 145       |              |              |  |
| Dino 246GT                          | 69-73 | 300,000             | 240,000 | 175,000 | 100,000 | 2418 | 150       |              |              |  |
| Dino 246GTS                         | 72-74 | 330,000             | 275,000 | 190,000 | 110,000 | 2418 | 150       |              |              |  |
| 365GT 2+2                           | 67-71 | 180,000             | 147,500 | 97,500  | 60,000  | 4390 | 152       |              |              |  |
| 365GTC                              | 68-70 | 515,000             | 400,000 | 360,000 | 320,000 | 4390 | 155       |              |              |  |
| 365GTB/4 Daytona                    | 68-74 | 535,000             | 430,000 | 375,000 | 300,000 | 4390 | 173       |              |              |  |
| 365GTS/4 Spider                     | 72-73 | 1.9m                | 165m    | 145m    | n/a     | 4390 | 170       |              |              |  |
| 365GTC/4 2+2                        | 70-72 | 220,000             | 170,000 | 130,000 | 105,000 | 4390 | 152       |              |              |  |
| 365GT4 2+2                          | 72-76 | 60,000              | 47,500  | 29,500  | 18,500  | 4390 | 150       |              |              |  |
| 365GT4 BB                           | 75-76 | 270,000             | 235,000 | 190,000 | 150,000 | 4390 | 163       |              |              |  |
| 512BB                               | 76-81 | 210,000             | 180,000 | 145,000 | 115,000 | 4942 | 163       |              |              |  |
| 512BBI                              | 81-85 | 195,000             | 170,000 | 140,000 | 110,000 | 4942 | 168       |              |              |  |
| 308GT4 2+2                          | 73-80 | 47,500              | 36,500  | 25,000  | 18,000  | 2926 | 156       |              |              |  |
| 308GTB (grp)                        | 75-77 | 115,000             | 89,000  | 70,000  | 50,000  | 2926 | 154       |              |              |  |
| 308GTB/GTS                          | 77-80 | 66,500              | 52,000  | 37,500  | 24,000  | 2926 | 155       |              |              |  |
| 308GTb/GTSi                         | 80-82 | 56,000              | 44,000  | 30,000  | 21,000  | 2926 | 155       |              |              |  |
| 308GTB qv/GTS qv                    | 82-85 | 64,000              | 49,000  | 35,000  | 23,000  | 2926 | 155       |              |              |  |
| 328GTB/GTS                          | 85-88 | 72,000              | 55,000  | 43,500  | 30,000  | 3195 | 163       |              |              |  |
| 400/400i/412i manual                | 76-89 | 40,000              | 32,000  | 19,000  | 11,000  | 4823 | 158       |              |              |  |
| 400/400i/412i auto                  | 76-89 | 35,000              | 25,000  | 14,000  | 8250    | 4942 | 158       |              |              |  |
| Mondial                             | 81-94 | 35,000              | 27,500  | 16,500  | 9500    | 2926 | 143       |              |              |  |
| Mondial cabrio                      | 84-94 | 38,000              | 30,000  | 19,000  | 12,000  | 2926 | 146       |              |              |  |
| 348/Spider                          | 89-94 | 47,500              | 40,000  | 32,000  | 24,000  | 3405 | 170       |              |              |  |
| F355 GTB                            | 94-99 | 70,000              | 62,000  | 49,000  | 36,500  | 3496 | 185       |              |              |  |
| F355 GTS/Spider                     | 95-99 | 67,500              | 60,000  | 48,000  |         |      |           |              |              |  |

| NE<br>GUIDE                                                                                                                 | Year  | Concours/<br>Dealer | Private sale |         |         |      |           |              | cc | Top speed | Price change |
|-----------------------------------------------------------------------------------------------------------------------------|-------|---------------------|--------------|---------|---------|------|-----------|--------------|----|-----------|--------------|
|                                                                                                                             |       |                     | Mint         | Good    | Rough   | cc   | Top speed | Price change |    |           |              |
| Integra Type R DC2                                                                                                          | 98-01 | 14,000              | 11,500       | 6000    | 3500    | 1787 | 143       |              |    |           |              |
| S2000 (AP1)                                                                                                                 | 99-03 | 12,500              | 8500         | 5500    | 3250    | 1997 | 147       |              |    |           |              |
| <b>HRG</b>                                                                                                                  |       |                     |              |         |         |      |           |              |    |           |              |
| 1100/1500                                                                                                                   | 38-56 | 60,000              | 46,500       | 32,000  | 22,500  | 1496 | 81        |              |    |           |              |
| <b>HUMBER</b>                                                                                                               |       |                     |              |         |         |      |           |              |    |           |              |
| Post-Vintage Humber Car Club (01604 404363)                                                                                 |       |                     |              |         |         |      |           |              |    |           |              |
| Hawk MkI-VI                                                                                                                 | 49-57 | 7500                | 5500         | 2500    | 1200    | 2267 | 80        |              |    |           |              |
| Hawk SI-IV                                                                                                                  | 57-68 | 7250                | 4750         | 2250    | 1000    | 2267 | 86        |              |    |           |              |
| Snipe                                                                                                                       | 45-48 | 9500                | 7500         | 3000    | 1400    | 2731 | 72        |              |    |           |              |
| Snipe/P'man MkI-IV                                                                                                          | 45-56 | 10,000              | 7000         | 3250    | 1500    | 4139 | 91        |              |    |           |              |
| Super Snipe dhc                                                                                                             | 49-52 | 22,000              | 15,000       | 10,000  | 5000    | 4086 | 80        |              |    |           |              |
| Super Snipe SI-VA                                                                                                           | 58-67 | 9000                | 6250         | 2400    | 1200    | 2651 | 106       |              |    |           |              |
| Imperial                                                                                                                    | 64-67 | 9250                | 6250         | 2500    | 1300    | 2965 | 102       |              |    |           |              |
| Sceptre MkI-II                                                                                                              | 63-67 | 7500                | 4750         | 2200    | 1000    | 1725 | 90        |              |    |           |              |
| Sceptre MkIII                                                                                                               | 67-76 | 7000                | 4500         | 1750    | 750     | 1725 | 98        | ▲            |    |           |              |
| <b>ISO</b>                                                                                                                  |       |                     |              |         |         |      |           |              |    |           |              |
| Iso Bizzarrini Club (020 8891 6663)                                                                                         |       |                     |              |         |         |      |           |              |    |           |              |
| Rivolta                                                                                                                     | 62-70 | 82,500              | 60,000       | 40,000  | 30,000  | 5359 | 140       |              |    |           |              |
| Grifo                                                                                                                       | 63-74 | 300,000             | 240,000      | 187,500 | 125,000 | 5359 | 161       |              |    |           |              |
| Grifo 7-litre                                                                                                               | 69-74 | 375,000             | 300,000      | 215,000 | 140,000 | 6998 | 170       |              |    |           |              |
| Lele                                                                                                                        | 70-74 | 44,000              | 24,000       | 15,000  | 7500    | 5736 | 145       |              |    |           |              |
| <b>JAGUAR</b>                                                                                                               |       |                     |              |         |         |      |           |              |    |           |              |
| Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts Club (0117 969 8186); XK/E-type Club Club (01584 781588) |       |                     |              |         |         |      |           |              |    |           |              |
| SS100 2½-litre                                                                                                              | 36-39 | 375,000             | 285,000      | 225,000 | 160,000 | 2663 | 94        |              |    |           |              |
| SS100 3½-litre                                                                                                              | 38-39 | 450,000             | 360,000      | 275,000 | 190,000 | 3485 | 104       |              |    |           |              |
| 1½-litre                                                                                                                    | 45-49 | 32,000              | 21,000       | 12,000  | 6750    | 1776 | 70        |              |    |           |              |
| 2½-litre                                                                                                                    | 46-51 | 35,000              | 25,000       | 14,000  | 7500    | 2663 | 87        |              |    |           |              |
| 3½-litre                                                                                                                    | 46-51 | 45,000              | 30,000       | 18,000  | 10,000  | 3485 | 92        |              |    |           |              |
| MKV 2½-litre con                                                                                                            | 49-51 | 63,000              | 45,000       | 27,500  | 12,000  | 2663 | 87        |              |    |           |              |
| MKV 3½-litre con                                                                                                            | 49-51 | 85,000              | 62,000       | 38,500  | 20,000  | 3485 | 92        |              |    |           |              |
| XK120 alloy rdstr                                                                                                           | 49-50 | 257,500             | 200,000      | 155,000 | 115,000 | 3442 | 132       |              |    |           |              |
| XK120 roadster                                                                                                              | 50-54 | 115,000             | 82,500       | 55,000  | 33,500  | 3442 | 122       |              |    |           |              |
| XK120 dhc                                                                                                                   | 50-54 | 100,000             | 77,500       | 48,000  | 30,000  | 3442 | 122       |              |    |           |              |
| XK120 fhc                                                                                                                   | 51-54 | 90,000              | 65,000       | 40,000  | 26,000  | 3442 | 121       |              |    |           |              |
| C-type                                                                                                                      | 51-54 | 4.5m                | 3.65m        | 3.3m    | 2.9m    | 3442 | 144       |              |    |           |              |
| XK140 roadster                                                                                                              | 54-57 | 110,000             | 80,000       | 52,500  | 32,000  | 3442 | 126       |              |    |           |              |
| XK140 fhc                                                                                                                   | 54-57 | 70,000              | 50,000       | 36,000  | 26,000  | 3442 | 125       |              |    |           |              |
| XK140 dhc                                                                                                                   | 54-57 | 105,000             | 80,000       | 53,000  | 32,000  | 3442 | 125       |              |    |           |              |
| D-type                                                                                                                      | 54-57 | 6.25m               | 5.2m         | 4.1m    | 3.65m   | 3442 | 160       |              |    |           |              |
| XK150 roadster                                                                                                              | 58-60 | 109,000             | 79,000       | 45,000  | 27,500  | 3781 | 130       |              |    |           |              |
| XK150 fhc                                                                                                                   | 57-61 | 70,000              | 50,000       | 34,000  | 23,000  | 3781 | 128       |              |    |           |              |
| XK150 dhc                                                                                                                   | 57-61 | 95,000              | 67,500       | 39,000  | 26,000  | 3781 | 127       |              |    |           |              |
| XK150S 3.4 roadster                                                                                                         | 58-60 | 150,000             | 112,500      | 79,000  | 59,000  | 3442 | 130       |              |    |           |              |
| XK150S 3.4 fhc                                                                                                              | 58-60 | 90,000              | 70,000       | 50,000  | 39,000  | 3442 | 129       |              |    |           |              |
| XK150S 3.4 dhc                                                                                                              | 58-60 | 116,000             | 90,000       | 69,000  | 50,000  | 3442 | 130       |              |    |           |              |
| XK150S 3.8 roadster                                                                                                         | 59-60 | 188,000             | 155,000      | 124,000 | 87,500  | 3781 | 136       |              |    |           |              |
| XK150S 3.8 fhc                                                                                                              | 59-60 | 106,000             | 82,500       | 60,000  | 45,000  | 3781 | 132       |              |    |           |              |
| XK150S 3.8 dhc                                                                                                              | 59-60 | 164,000             | 130,000      | 100,000 | 72,000  | 3781 | 130       |              |    |           |              |
| MKVII-MkIX                                                                                                                  | 51-61 | 35,000              | 24,000       | 12,500  | 6000    | 3442 | 105       |              |    |           |              |
| MkX/420G                                                                                                                    | 61-70 | 20,000              | 14,000       | 6750    | 3000    | 4235 | 120       |              |    |           |              |
| Mk1 2.4/Mk2 2.4                                                                                                             | 55-67 | 26,000              | 18,000       | 8500    | 3650    | 2483 | 96        |              |    |           |              |
| Mk1 3.4                                                                                                                     | 57-59 | 41,500              | 27,500       | 15,000  | 9000    | 3442 | 120       |              |    |           |              |
| Mk2 3.4                                                                                                                     | 59-67 | 33,500              | 23,000       | 10,000  | 4000    | 3442 | 114       |              |    |           |              |
| Mk2 3.8                                                                                                                     | 59-67 | 42,500              | 26,500       | 12,500  | 4500    | 3781 | 121       |              |    |           |              |
| S-type sal                                                                                                                  | 63-68 | 24,000              | 16,000       | 7750    | 3250    | 3781 | 121       |              |    |           |              |
| 240                                                                                                                         | 67-68 | 21,000              | 15,000       | 7000    | 3000    | 2483 | 105       |              |    |           |              |
| 340                                                                                                                         | 67-68 | 25,000              | 17,500       | 8750    | 3850    | 3442 | 123       |              |    |           |              |
| 420                                                                                                                         | 66-68 | 16,500              | 12,000       | 5750    | 2500    | 4235 | 123       |              |    |           |              |
| E-type 3.8 rdstr (ff)                                                                                                       | 61-62 | 190,000             | 140,000      | 92,500  | 67,500  | 3781 | 145       |              |    |           |              |
| E-type 3.8 cpé (ff)                                                                                                         | 61-62 | 150,000             | 120,000      | 80,000  | 55,000  | 3781 | 145       |              |    |           |              |
| E-type 3.8 roadster                                                                                                         | 62-64 | 160,000             | 115,000      | 75,000  | 52,500  | 3781 | 145       |              |    |           |              |
| E-type 3.8 coupé                                                                                                            | 61-64 | 127,500             | 92,500       | 57,500  | 36,000  | 3781 | 145       |              |    |           |              |
| E-type 4.2 S1 rdstr                                                                                                         | 64-67 | 150,000             | 110,000      | 72,500  | 48,500  | 4235 | 145       |              |    |           |              |
| E-type 4.2 S1 coupé                                                                                                         | 64-67 | 117,500             | 85,000       | 55,000  | 35,000  | 4235 | 145       |              |    |           |              |
| E-type S1 2+2                                                                                                               | 66-67 | 55,000              | 40,000       | 19,500  | 11,000  | 4235 | 136       |              |    |           |              |
| E-type S1½/S2 rdstr                                                                                                         | 67-70 | 102,500             | 75,000       | 45,000  | 27,000  | 4235 | 145       |              |    |           |              |
| E-type S1½/S2 fhc                                                                                                           | 67-70 | 78,500              | 55,000       | 32,500  | 20,000  | 4235 | 145       |              |    |           |              |
| E-type S1½/S2 2+2                                                                                                           | 67-70 | 46,500              | 36,000       | 17,500  | 10,000  | 4235 | 136       |              |    |           |              |
| E-type V12 roadster                                                                                                         | 71-75 | 89,500              | 65,000       | 35,000  | 22,500  | 5343 | 150       |              |    |           |              |
| E-type                                                                                                                      |       |                     |              |         |         |      |           |              |    |           |              |

|                      |       | Private sale        |         |         |         |      |           |              |
|----------------------|-------|---------------------|---------|---------|---------|------|-----------|--------------|
|                      | Year  | Concours/<br>Dealer | Mint    | Good    | Rough   | cc   | Top speed | Price change |
| A6G/2000 coupé       | 54-57 | 500,000             | 450,000 | 400,000 | 350,000 | 1986 | 131       |              |
| 3500GT coupé         | 58-64 | 230,000             | 180,000 | 130,000 | 100,000 | 3485 | 142       |              |
| 3500GT Spider        | 58-64 | 540,000             | 450,000 | 375,000 | 265,000 | 3485 | 140       |              |
| Sebring 3.5/3.7/4.0  | 62-66 | 175,000             | 130,000 | 95,000  | 55,000  | 3485 | 138       | ▼            |
| Mistral coupé        | 63-70 | 155,000             | 115,000 | 80,000  | 50,000  | 3692 | 147       |              |
| Mistral Spyder       | 64-70 | 575,000             | 465,000 | 350,000 | 250,000 | 3692 | 147       | ▼            |
| Quattroporte 4.1/4.7 | 63-71 | 60,000              | 40,000  | 25,000  | 15,000  | 4136 | 130       |              |
| Quattroporte III     | 79-90 | 19,000              | 12,000  | 6500    | 3500    | 4930 | 122       |              |
| Mexico               | 65-72 | 80,000              | 57,500  | 37,500  | 27,500  | 4719 | 150       |              |
| Indy                 | 66-74 | 65,000              | 49,000  | 34,000  | 24,000  | 4719 | 156       |              |
| Ghibli 4.7           | 67-70 | 180,000             | 140,000 | 80,000  | 57,500  | 4719 | 155       |              |
| Ghibli Spyder        | 69-71 | 595,000             | 500,000 | 400,000 | 320,000 | 4719 | 154       |              |
| Ghibli 4.9 SS        | 70-73 | 215,000             | 160,000 | 105,000 | 75,000  | 4930 | 172       |              |
| Ghibli SS Spyder     | 71-72 | 650,000             | 590,000 | 490,000 | 395,000 | 4930 | 170       |              |
| Bora 4.7/4.9         | 71-79 | 132,500             | 107,500 | 85,000  | 55,000  | 4719 | 160       |              |
| Merak                | 72-75 | 46,000              | 32,500  | 18,000  | 10,000  | 2965 | 135       |              |
| Merak SS             | 76-83 | 60,000              | 42,500  | 22,000  | 14,000  | 2965 | 147       |              |
| Khamsin              | 74-82 | 125,000             | 95,000  | 65,000  | 45,000  | 4930 | 151       |              |
| Kyalami 4.1/4.9      | 76-83 | 56,500              | 46,500  | 28,500  | 15,000  | 4930 | 150       |              |
| Biturbo 220-425      | 81-88 | 10,000              | 6000    | 2500    | 1200    | 2491 | 138       |              |
| Biturbo Spyder       | 84-91 | 12,500              | 8500    | 4000    | 2000    | 2491 | 138       |              |
| Ghibli II            | 94-97 | 18,000              | 12,000  | 6000    | 3000    | 2790 | 155       |              |
| Quattroporte IV      | 94-01 | 11,500              | 9000    | 5500    | 3000    | 2790 | 158       |              |
| 3200GT               | 98-01 | 13,250              | 10,250  | 7750    | 5500    | 3217 | 180       | ▲            |
| 4200GT               | 02-07 | 16,000              | 13,000  | 11,000  | 6500    | 4244 | 177       |              |

|                    | NE<br>GUIDE | NE<br>GUIDE | Year    | Concours/<br>Dealer | Mint | Good | Rough | cc | Top speed | Price change |
|--------------------|-------------|-------------|---------|---------------------|------|------|-------|----|-----------|--------------|
| 300SL (R107)       | 85-89       | 33,500      | 20,500  | 9000                | 3650 | 2962 | 124   |    |           |              |
| 350/380/450SLC cpé | 71-81       | 15,500      | 10,000  | 4750                | 2000 | 4520 | 137   |    |           |              |
| 280S/SE sal        | 72-80       | 11,500      | 7000    | 3250                | 1250 | 2746 | 118   |    | ▲         |              |
| 350/450SE/SEL sal  | 72-80       | 14,000      | 9000    | 4000                | 1500 | 4520 | 130   |    |           |              |
| 200/230E sal       | 75-84       | 7850        | 5000    | 2000                | 950  | 2299 | 114   |    |           |              |
| 250/280E sal       | 75-84       | 8000        | 5200    | 2100                | 1000 | 2746 | 124   |    |           |              |
| 230/280CE coupé    | 77-85       | 16,000      | 11,000  | 5000                | 2000 | 2746 | 125   |    |           |              |
| G-wagon (W460)     | 79-92       | 23,500      | 16,000  | 7500                | 3650 | 2746 | 102   |    |           |              |
| 450SEL 6.9 sal     | 76-80       | 40,000      | 27,500  | 14,000              | 7000 | 6834 | 140   |    |           |              |
| 280SL-SL320 (R129) | 89-01       | 12,000      | 7250    | 3500                | 1600 | 2960 | 142   |    |           |              |
| 500SL/SL500 (R129) | 89-01       | 14,000      | 8250    | 4000                | 2300 | 4973 | 155   |    |           |              |
| 600SL/SL600 (R129) | 92-01       | 20,000      | 13,500  | 6500                | 3500 | 5987 | 155   |    |           |              |
| 380/420/500SEC     | 81-91       | 17,500      | 12,500  | 5500                | 2000 | 4973 | 138   |    |           |              |
| 560SEC             | 86-91       | 20,000      | 14,750  | 7750                | 2500 | 5547 | 151   |    |           |              |
| 300SE-500SE sal    | 80-91       | 8000        | 5000    | 1900                | 800  | 4973 | 147   |    |           |              |
| 500/560SEL sal     | 80-91       | 12,000      | 7500    | 2800                | 1200 | 5547 | 156   |    |           |              |
| 190E sal           | 82-92       | 5000        | 3000    | 1250                | 550  | 1997 | 119   |    |           |              |
| 190E 2.3/2.5-16    | 83-92       | 26,000      | 17,500  | 10,000              | 5000 | 2299 | 143   |    |           |              |
| W124 Coupé         | 87-95       | 7000        | 4750    | 1750                | 500  | 2962 | 139   |    |           |              |
| E220, E320 Cabrio  | 91-97       | 15,000      | 10,000  | 4500                | 2500 | 3199 | 142   |    |           |              |
| W124 saloon        | 84-95       | 4000        | 2650    | 1200                | 400  | 3199 | 146   |    |           |              |
| 500E saloon        | 90-95       | 35,000      | 25,000  | 13,000              | 8000 | 4973 | 155   |    |           |              |
| SLK230 Komp'       | 97-04       | 4250        | 2750    | 1200                | 450  | 2295 | 140   |    |           |              |
| CLK-GTR            | 98-99       | 2.65m       | 2.2m    | n/a                 | n/a  | 6900 | 199   |    |           |              |
| SL55 AMG           | 02-08       | 17,000      | 13,000  | 9000                | 6000 | 5439 | 155   |    |           |              |
| SLR McLaren        | 03-10       | 180,000     | 160,000 | 137,500             | n/a  | 5439 | 208   |    |           |              |

|                      | NE<br>GUIDE                                                              | NE<br>GUIDE | Year   | Concours/<br>Dealer | Mint   | Good | Rough | cc | Top speed | Price change |
|----------------------|--------------------------------------------------------------------------|-------------|--------|---------------------|--------|------|-------|----|-----------|--------------|
| 4/4 1600/CVH         | 68-93                                                                    | 26,000      | 19,000 | 12,500              | 7000   | 1597 | 105   |    |           |              |
| 4/4 1800 (Zetec)     | 93-06                                                                    | 23,000      | 19,000 | 15,000              | 10,000 | 1796 | 106   |    |           |              |
| Plus 4               | 85-87                                                                    | 21,000      | 16,000 | 11,000              | 8000   | 1994 | 109   |    |           |              |
| Plus 4               | 88-00                                                                    | 24,000      | 20,000 | 16,000              | 11,000 | 1994 | 115   |    |           |              |
| Plus 8               | 68-72                                                                    | 50,500      | 32,000 | 20,000              | 14,000 | 3528 | 125   |    | ▲         |              |
| Plus 8               | 73-86                                                                    | 44,000      | 29,500 | 18,000              | 12,000 | 3528 | 125   |    |           |              |
| Plus 8 injection     | 84-04                                                                    | 40,000      | 27,500 | 17,000              | 11,000 | 3528 | 125   |    |           |              |
| <b>MORRIS</b>        | Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675) |             |        |                     |        |      |       |    |           |              |
| Minor MM lowlamp     | 48-51                                                                    | 11,250      | 7250   | 3600                | 2000   | 918  | 64    |    |           |              |
| Minor MM L-L Tourer  | 48-51                                                                    | 15,000      | 10,500 | 5250                | 3000   | 918  | 64    |    |           |              |
| Oxford MO            | 48-54                                                                    | 7000        | 5000   | 2400                | 1100   | 1476 | 72    |    |           |              |
| Six                  | 49-54                                                                    | 6750        | 5000   | 2500                | 1200   | 2215 | 86    |    |           |              |
| Minor MM/SII         | 50-56                                                                    | 8000        | 6000   | 2750                | 1000   | 803  | 63    | ▲  |           |              |
| Minor MM/SII conv.   | 50-56                                                                    | 12,500      | 8250   | 3750                | 1850   | 803  | 63    | ▲  |           |              |
| Minor SII Traveller  | 53-56                                                                    | 13,000      | 8500   | 4000                | 1500   | 803  | 63    |    |           |              |
| Minor 1000           | 56-70                                                                    | 11,000      | 7000   | 3000                | 900    | 1098 | 77    |    |           |              |
| Minor 1000 conv.     | 56-69                                                                    | 13,000      | 9000   | 4200                | 2000   | 1098 | 77    |    |           |              |
| Minor 1000 Traveller | 56-71                                                                    | 14,000      | 9500   | 4000                | 1250   | 1098 | 76    |    |           |              |
| Isis                 | 55-58                                                                    | 6750        | 4850   | 2250                | 1000   |      |       |    |           |              |

## [Buying] Price Guide

| Private sale         |                                                                         |                     |         |         |         |      |           |              |  |  |  |
|----------------------|-------------------------------------------------------------------------|---------------------|---------|---------|---------|------|-----------|--------------|--|--|--|
|                      | Year                                                                    | Concours/<br>Dealer | Mint    | Good    | Rough   | cc   | Top speed | Price change |  |  |  |
| 356 Cabrio 1.3/1.5   | 51-55                                                                   | 275,000             | 210,000 | 155,000 | 105,000 | 1488 | 90        |              |  |  |  |
| 356 Speedster        | 54-58                                                                   | 400,000             | 300,000 | 225,000 | 170,000 | 1488 | 92        |              |  |  |  |
| 356 Convertible D    | 58-59                                                                   | 215,000             | 150,000 | 100,000 | 70,000  | 1488 | 92        | ▲            |  |  |  |
| 356A                 | 55-59                                                                   | 85,000              | 60,000  | 38,500  | 25,000  | 1582 | 113       |              |  |  |  |
| 356B/C               | 60-65                                                                   | 76,500              | 55,000  | 32,500  | 22,000  | 1582 | 113       |              |  |  |  |
| 356A cabrio          | 55-59                                                                   | 150,000             | 110,000 | 70,000  | 47,500  | 1582 | 113       |              |  |  |  |
| 356B roadster        | 60-61                                                                   | 160,000             | 117,500 | 72,000  | 48,500  | 1582 | 113       |              |  |  |  |
| 356B/C cabrio        | 60-65                                                                   | 122,500             | 95,000  | 60,000  | 40,000  | 1582 | 113       |              |  |  |  |
| 356A/B Carrera       | 55-62                                                                   | 375,000             | 300,000 | 240,000 | 175,000 | 1582 | 113       |              |  |  |  |
| Carrera 2            | 63-65                                                                   | 460,000             | 375,000 | 315,000 | 275,000 | 1966 | 125       |              |  |  |  |
| 911 2.0              | 64-65                                                                   | 190,000             | 140,000 | 100,000 | 65,000  | 1991 | 131       |              |  |  |  |
| 911 2.0              | 66-67                                                                   | 130,000             | 90,000  | 60,000  | 40,000  | 1991 | 131       |              |  |  |  |
| 911S 2.0             | 66-69                                                                   | 155,000             | 120,000 | 85,000  | 60,000  | 1991 | 140       |              |  |  |  |
| 912                  | 65-69                                                                   | 55,000              | 38,000  | 27,000  | 17,500  | 1582 | 112       |              |  |  |  |
| 911L/T               | 67-73                                                                   | 75,000              | 55,000  | 32,500  | 22,500  | 2195 | 131       |              |  |  |  |
| 911E                 | 68-73                                                                   | 85,000              | 60,000  | 36,000  | 26,000  | 2341 | 138       |              |  |  |  |
| 911S 2.2             | 69-71                                                                   | 135,000             | 105,000 | 72,000  | 52,000  | 2195 | 144       |              |  |  |  |
| 914-4                | 69-75                                                                   | 24,000              | 16,500  | 7500    | 4000    | 1795 | 112       |              |  |  |  |
| 914-6                | 69-72                                                                   | 78,500              | 53,000  | 33,500  | 22,500  | 1991 | 125       |              |  |  |  |
| 911S 2.4             | 71-73                                                                   | 150,000             | 112,000 | 82,000  | 60,000  | 2341 | 144       |              |  |  |  |
| Carrera RSL          | 72-73                                                                   | 770,000             | 625,000 | 500,000 | 400,000 | 2687 | 149       |              |  |  |  |
| Carrera RST          | 72-73                                                                   | 460,000             | 365,000 | 290,000 | 195,000 | 2687 | 149       |              |  |  |  |
| 911 2.7              | 73-77                                                                   | 42,500              | 32,500  | 18,000  | 11,000  | 2687 | 135       | ▲            |  |  |  |
| 911S 2.7             | 73-77                                                                   | 47,500              | 36,500  | 24,000  | 16,000  | 2687 | 140       |              |  |  |  |
| Carrera 2.7MFI       | 73-77                                                                   | 150,000             | 120,000 | 85,000  | 60,000  | 2687 | 148       | ▲            |  |  |  |
| 911 Turbo (930) 3.0  | 75-77                                                                   | 137,500             | 107,500 | 79,000  | 52,500  | 2995 | 156       |              |  |  |  |
| Carrera 3.0          | 76-77                                                                   | 72,000              | 48,000  | 36,000  | 25,000  | 2994 | 146       |              |  |  |  |
| 924                  | 76-85                                                                   | 6000                | 3500    | 1250    | 500     | 1984 | 126       |              |  |  |  |
| 924 Turbo            | 78-83                                                                   | 16,000              | 10,500  | 5000    | 2500    | 1984 | 144       |              |  |  |  |
| 924 Carrera GT       | 80-81                                                                   | 72,500              | 55,000  | 36,000  | 24,000  | 1984 | 150       |              |  |  |  |
| 924S/Le Mans         | 85-88                                                                   | 9250                | 6500    | 2650    | 1250    | 2479 | 136       |              |  |  |  |
| 928/S/S2             | 77-87                                                                   | 24,000              | 17,500  | 9000    | 4000    | 4664 | 155       |              |  |  |  |
| 928S4                | 86-95                                                                   | 30,000              | 20,000  | 10,000  | 4500    | 4957 | 161       |              |  |  |  |
| 928GT                | 89-92                                                                   | 37,500              | 25,000  | 15,000  | 9000    | 4957 | 168       |              |  |  |  |
| 928GTS               | 91-95                                                                   | 50,000              | 40,000  | 24,000  | 11,000  | 5396 | 171       |              |  |  |  |
| 911 Turbo (930) 3.3  | 77-90                                                                   | 90,000              | 67,500  | 40,000  | 30,000  | 3299 | 160       |              |  |  |  |
| 911 Turbo Cabrio     | 86-90                                                                   | 97,500              | 72,500  | 45,000  | 32,000  | 3299 | 158       |              |  |  |  |
| 911SC 3.0            | 77-83                                                                   | 44,500              | 32,000  | 20,000  | 12,500  | 2994 | 149       |              |  |  |  |
| 911 Carrera 3.2      | 83-89                                                                   | 50,000              | 35,000  | 19,000  | 12,000  | 3164 | 158       |              |  |  |  |
| 911 Carrera cabrio   | 83-89                                                                   | 45,000              | 32,000  | 18,500  | 12,000  | 3164 | 155       |              |  |  |  |
| Carrera Supersport   | 84-89                                                                   | 75,000              | 60,000  | 35,000  | 26,500  | 3164 | 158       |              |  |  |  |
| 911 Speedster        | 88-89                                                                   | 117,500             | 90,000  | 67,500  | 48,500  | 3164 | 158       |              |  |  |  |
| 959                  | 87-88                                                                   | 875,000             | 690,000 | 550,000 | 465,000 | 2994 | 190       | ▲            |  |  |  |
| Carrera Club Sport   | 87-89                                                                   | 130,000             | 100,000 | 68,000  | 42,000  | 3164 | 154       |              |  |  |  |
| 944                  | 82-87                                                                   | 10,000              | 6750    | 2750    | 1200    | 2479 | 134       |              |  |  |  |
| 944 Turbo            | 85-91                                                                   | 23,500              | 15,500  | 7500    | 3250    | 2479 | 157       |              |  |  |  |
| 944S                 | 86-88                                                                   | 10,500              | 7000    | 3750    | 1400    | 2479 | 140       |              |  |  |  |
| 944S2                | 88-92                                                                   | 14,000              | 9000    | 4000    | 1750    | 2990 | 149       |              |  |  |  |
| 944S2 Cabrio         | 89-92                                                                   | 15,000              | 9750    | 4650    | 2350    | 2990 | 149       | ▲            |  |  |  |
| 944 Turbo Cabrio     | 91-92                                                                   | 30,000              | 22,500  | 14,000  | 7500    | 2479 | 150       |              |  |  |  |
| 911 (964)            | 89-94                                                                   | 45,000              | 32,000  | 22,000  | 13,500  | 3600 | 158       |              |  |  |  |
| 911 Turbo (964)      | 90-94                                                                   | 150,000             | 110,000 | 65,000  | 35,000  | 3299 | 167       |              |  |  |  |
| 911 Carrera RS (964) | 92-94                                                                   | 195,000             | 168,500 | 140,000 | 110,000 | 3600 | 162       |              |  |  |  |
| 968                  | 92-95                                                                   | 16,000              | 12,000  | 7250    | 4000    | 2990 | 150       |              |  |  |  |
| 968 Sport            | 94-95                                                                   | 24,000              | 16,500  | 10,000  | 6000    | 2990 | 151       |              |  |  |  |
| 968 Club Sport       | 93-95                                                                   | 42,000              | 28,500  | 15,750  | 8000    | 2990 | 154       |              |  |  |  |
| 911 Carrera (993)    | 94-97                                                                   | 54,000              | 41,000  | 29,000  | 20,000  | 3600 | 160       |              |  |  |  |
| 911 Turbo 4 (993)    | 95-98                                                                   | 127,500             | 100,000 | 75,000  | 50,000  | 3600 | 180       |              |  |  |  |
| 911 Turbo S (993)    | 97-98                                                                   | 250,000             | 190,000 | 150,000 | 125,000 | 3600 | 182       |              |  |  |  |
| 911 C4S/C2S (993)    | 95-97                                                                   | 90,000              | 72,500  | 49,500  | 30,000  | 3600 | 171       |              |  |  |  |
| 911 Carrera RS (993) | 94-95                                                                   | 230,000             | 205,000 | 170,000 | 135,000 | 3746 | 172       |              |  |  |  |
| 911RS Clubsport      | 95-96                                                                   | 280,000             | 240,000 | 195,000 | 160,000 | 3746 | 175       |              |  |  |  |
| 911 GT2 (993)        | 95-98                                                                   | 950,000             | 800,000 | 700,000 | 600,000 | 3600 | 187       |              |  |  |  |
| Boxster 2.5          | 96-99                                                                   | 6500                | 4350    | 2600    | 1700    | 2480 | 149       |              |  |  |  |
| Boxster 2.7          | 99-04                                                                   | 7500                | 5250    | 3200    | 1950    | 2687 | 156       |              |  |  |  |
| Boxster 3.2S         | 99-04                                                                   | 8250                | 6250    | 3850    | 2500    | 3179 | 164       |              |  |  |  |
| 911 Carrera (996)    | 97-05                                                                   | 23,500              | 17,500  | 11,000  | 6750    | 3387 | 170       |              |  |  |  |
| 911 GT3 (996)        | 99-05                                                                   | 72,500              | 57,500  | 48,000  | 40,000  | 3600 | 188       |              |  |  |  |
| 911 Turbo (996)      | 99-05                                                                   | 44,000              | 35,000  | 27,500  | 22,000  | 3600 | 189       |              |  |  |  |
| 911 GT2 (996)        | 01-05                                                                   | 95,000              | 89,000  | 82,000  | 72,000  | 3600 | 198       | ▼            |  |  |  |
| RELIANT              | Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887) |                     |         |         |         |      |           |              |  |  |  |

| Private sale                                                                                                                                        |       |                     |        |        |        |      |           |              |  |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------|---------------------|--------|--------|--------|------|-----------|--------------|--|--|
|                                                                                                                                                     | Year  | Concours/<br>Dealer | Mint   | Good   | Rough  | cc   | Top speed | Price change |  |  |
| Celica GT                                                                                                                                           | 85-90 | 4250                | 2800   | 1400   | 800    | 1998 | 130       |              |  |  |
| Celica GT-Four                                                                                                                                      | 86-90 | 6500                | 4500   | 2250   | 1200   | 1998 | 135       |              |  |  |
| MR2                                                                                                                                                 | 84-90 | 8000                | 5500   | 2250   | 1000   | 1587 | 124       |              |  |  |
| MR2 Mk2                                                                                                                                             | 90-99 | 5000                | 3500   | 1650   | 600    | 1998 | 137       |              |  |  |
| Supra                                                                                                                                               | 86-93 | 10,000              | 6750   | 3850   | 1500   | 2954 | 135       |              |  |  |
| Supra Turbo                                                                                                                                         | 88-92 | 16,000              | 11,000 | 5250   | 2250   | 2954 | 142       |              |  |  |
| Supra Turbo                                                                                                                                         | 93-02 | 16,750              | 12,000 | 6500   | 3500   | 2997 | 156       |              |  |  |
| Sera                                                                                                                                                | 90-95 | 3950                | 2500   | 1100   | 500    | 1496 | 120       |              |  |  |
| <b>TRIDENT</b>                                                                                                                                      |       |                     |        |        |        |      |           |              |  |  |
| Trident Car Club (020 8644 9029)                                                                                                                    |       |                     |        |        |        |      |           |              |  |  |
| Clipper V8                                                                                                                                          | 67-78 | 31,500              | 24,000 | 12,500 | 7000   | 4727 | 140       |              |  |  |
| <b>TRIUMPH</b>                                                                                                                                      |       |                     |        |        |        |      |           |              |  |  |
| Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424) |       |                     |        |        |        |      |           |              |  |  |
| Roadster 1800/2000                                                                                                                                  | 46-49 | 30,000              | 22,500 | 15,000 | 7500   | 2088 | 77        |              |  |  |
| 1800/2000/Renown                                                                                                                                    | 46-54 | 9500                | 6750   | 3000   | 1600   | 2088 | 74        |              |  |  |
| Mayflower                                                                                                                                           | 50-53 | 5500                | 3400   | 1650   | 750    | 1247 | 65        |              |  |  |
| TR2                                                                                                                                                 | 53-55 | 36,500              | 28,500 | 18,000 | 10,000 | 1991 | 107       |              |  |  |
| TR3/3A 2.0/2.2                                                                                                                                      | 55-61 | 35,000              | 25,750 | 14,000 | 7750   | 1991 | 106       |              |  |  |
| TR4                                                                                                                                                 | 61-65 | 32,000              | 21,000 | 11,500 | 6500   | 2138 | 109       |              |  |  |
| TR4A                                                                                                                                                | 64-67 | 35,000              | 22,500 | 12,500 | 7000   | 2138 | 110       |              |  |  |
| TR5 PI                                                                                                                                              | 67-68 | 46,000              | 37,500 | 26,000 | 17,500 | 2498 | 121       |              |  |  |
| TR6 'CP'                                                                                                                                            | 69-73 | 26,000              | 17,500 | 10,000 | 5500   | 2498 | 119       |              |  |  |
| TR6 'CR'                                                                                                                                            | 73-76 | 22,000              | 15,000 | 8750   | 4900   | 2498 | 116       |              |  |  |
| TR7                                                                                                                                                 | 75-81 | 5000                | 3100   | 1200   | 550    | 1998 | 110       |              |  |  |
| TR7 convertible                                                                                                                                     | 80-81 | 6500                | 4500   | 2000   | 850    | 1998 | 109       |              |  |  |
| TR8                                                                                                                                                 | 78-81 | 10,000              | 6500   | 3750   | 2000   | 3528 | 135       | ▲            |  |  |
| TR8 convertible                                                                                                                                     | 80-81 | 12,000              | 9000   | 5500   | 2500   | 3528 | 130       | ▲            |  |  |
| Herald/S saloon                                                                                                                                     | 59-64 | 6000                | 3850   | 1700   | 850    | 1147 | 76        |              |  |  |
| Herald coupé                                                                                                                                        | 59-64 | 7500                | 5000   | 2400   | 1250   | 948  | 79        |              |  |  |
| Herald conv                                                                                                                                         | 60-61 | 8500                | 5750   | 2500   | 1250   | 948  | 79        |              |  |  |
| Herald 1200                                                                                                                                         | 61-70 | 5750                | 3500   | 1400   | 700    | 1147 | 80        |              |  |  |
| Herald 1200 conv                                                                                                                                    | 61-67 | 8000                | 5500   | 2400   | 1200   | 1147 | 80        |              |  |  |
| Herald 12/50                                                                                                                                        | 63-67 | 6750                | 4250   | 1800   | 950    | 1147 | 84        |              |  |  |
| Herald 13/60                                                                                                                                        | 67-71 | 5500                | 3500   | 1400   | 700    | 1296 | 87        |              |  |  |
| Herald 13/60 conv                                                                                                                                   | 67-71 | 7500                | 5250   | 2250   | 1200   | 1296 | 85        |              |  |  |
| Vitesse 1600                                                                                                                                        | 62-66 | 7000                | 4500   | 2000   | 950    | 1596 | 88        |              |  |  |
| Vitesse 1600 conv                                                                                                                                   | 62-66 | 12,000              | 7500   | 3500   | 1500   | 1596 | 91        |              |  |  |
| Vitesse 2-litre Mk1                                                                                                                                 | 66-68 | 7250                | 4750   | 2250   | 1000   | 1998 | 95        |              |  |  |
| Vitesse Mk1 conv                                                                                                                                    | 66-68 | 11,500              | 7250   | 3400   | 1500   | 1998 | 95        |              |  |  |
| Vitesse MkII                                                                                                                                        | 68-71 | 7500                | 5000   | 2400   | 1000   | 1998 | 102       |              |  |  |
| Vitesse MkII conv                                                                                                                                   | 68-71 | 15,000              | 9500   | 4000   | 1750   | 1998 | 100       |              |  |  |
| Spitfire 4                                                                                                                                          | 62-65 | 19,000              | 13,000 | 6250   | 3000   | 1147 | 94        |              |  |  |
| Spitfire Mk2                                                                                                                                        | 65-67 | 17,500              | 12,000 | 5500   | 2500   | 1147 | 94        |              |  |  |
| Spitfire Mk3                                                                                                                                        | 67-70 | 12,000              | 7750   | 3650   | 1750   | 1296 | 100       |              |  |  |
| Spitfire MkIV/1500                                                                                                                                  | 70-78 | 8500                | 5500   | 2400   | 1000   | 1493 | 101       |              |  |  |
| GT6 Mk1                                                                                                                                             | 66-68 | 20,000              | 13,250 | 6500   | 3000   | 1998 | 109       |              |  |  |
| GT6 MkII                                                                                                                                            | 68-70 | 18,500              | 11,750 | 5250   | 2500   | 1998 | 109       |              |  |  |
| GT6 MkIII                                                                                                                                           | 70-74 | 17,000              | 10,750 | 5000   | 2250   | 1998 | 112       |              |  |  |
| 2000 Mk1                                                                                                                                            | 63-69 | 6500                | 4700   | 2250   | 1100   | 1998 | 98        |              |  |  |
| 2000/2500 MkII                                                                                                                                      | 69-77 | 6200                | 4400   | 1850   | 900    | 1998 | 98        |              |  |  |
| 2.5PI/2500TC                                                                                                                                        | 68-77 | 6350                | 4750   | 2400   | 1200   | 2498 | 107       |              |  |  |
| 2500S                                                                                                                                               | 75-77 | 7000                | 5250   | 2600   | 1350   | 2498 | 108       |              |  |  |
| Stag                                                                                                                                                | 70-77 | 22,500              | 15,000 | 6000   | 2200   | 2997 | 117       |              |  |  |
| 1300/1500 fwd                                                                                                                                       | 65-73 | 3500                | 2400   | 1200   | 575    | 1296 | 86        |              |  |  |
| 1300TC fwd                                                                                                                                          | 65-70 | 4000                | 2750   | 1300   | 650    | 1296 | 93        |              |  |  |
| Dolomite 1850                                                                                                                                       | 72-81 | 4750                | 3000   | 1400   | 650    | 1854 | 100       |              |  |  |
| Dolomite Sprint                                                                                                                                     | 73-81 | 10,000              | 6500   | 3000   | 1400   | 1998 | 117       |              |  |  |
| Acclaim                                                                                                                                             | 81-84 | 1850                | 1200   | 600    | 300    | 1335 | 97        |              |  |  |
| <b>TUCKER</b>                                                                                                                                       |       |                     |        |        |        |      |           |              |  |  |
| (tuckerclub.org)                                                                                                                                    |       |                     |        |        |        |      |           |              |  |  |
| Torpedo                                                                                                                                             | 48    | 1.35m               | 1.15m  | 1m     | n/a    | 5474 | 120       |              |  |  |
| <b>TURNER</b>                                                                                                                                       |       |                     |        |        |        |      |           |              |  |  |
| Turner Register (01895 256799)                                                                                                                      |       |                     |        |        |        |      |           |              |  |  |
| 803/950 Sports                                                                                                                                      | 55-59 | 12,500              | 9000   | 5500   | 2000   | 948  | 90        |              |  |  |

| Private sale                |       |                     |        |        |        |      |           |              |  |  |
|-----------------------------|-------|---------------------|--------|--------|--------|------|-----------|--------------|--|--|
|                             | Year  | Concours/<br>Dealer | Mint   | Good   | Rough  | cc   | Top speed | Price change |  |  |
| Climax                      | 58-66 | 17,500              | 15,000 | 10,000 | 5000   | 1098 | 102       |              |  |  |
| Mark I/II/III               | 59-66 | 16,500              | 12,500 | 7500   | 3500   | 1498 | 100       |              |  |  |
| <b>TVR</b>                  |       |                     |        |        |        |      |           |              |  |  |
| TVR Car Club (01952 822126) |       |                     |        |        |        |      |           |              |  |  |
| Grantura I-1800S            | 57-67 | 35,000              | 26,000 | 16,500 | 10,000 | VAR  | 107       | ▲            |  |  |
| Griffith 200/400            | 63-65 | 95,000              | 75,000 | 50,000 | 37,500 | 4727 | 155       |              |  |  |
| Tuscan V6                   | 69-71 | 27,500              | 21,000 | 14,000 | 9000   | 2994 | 125       | ▼            |  |  |
| Vixen S1-4                  | 67-73 | 26,500              | 20,000 | 13,000 | 8750   | 1    |           |              |  |  |